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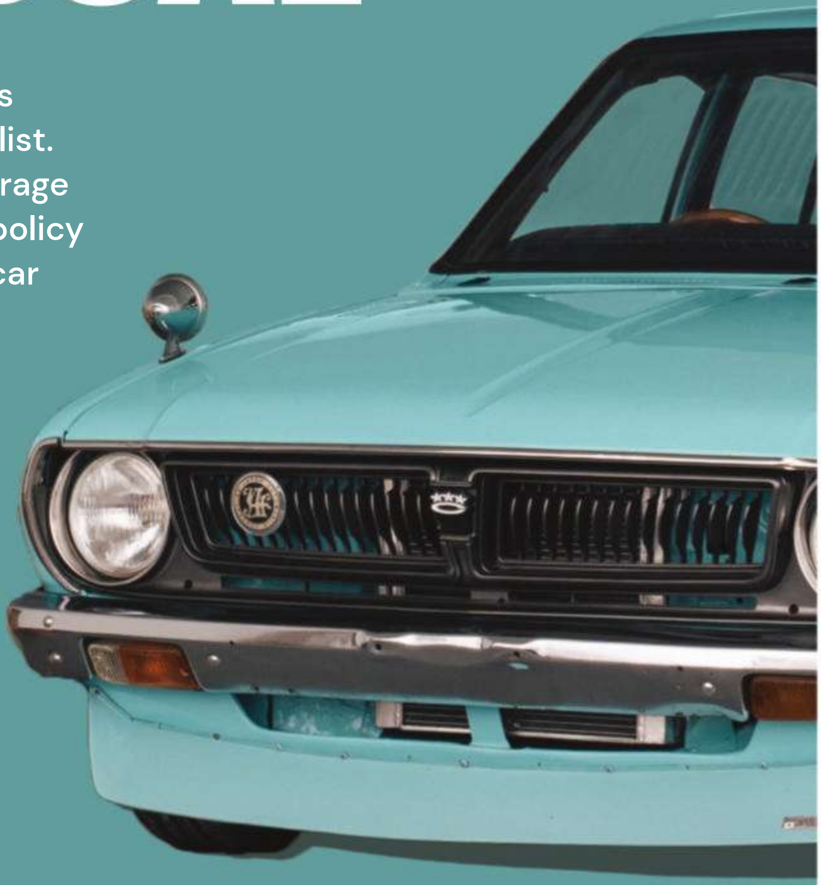

Welcome

February 2025 *Issue 619*

All too often I hear sentiments that resent forces of change in our motoring world, but without them we'd never have the landmark designs we enjoy today

Steve Jobs, Elon Musk, Amazon, Google, Facebook, Tim Berners-Lee… they top a list of names that spark worship, bitter resentment or mannered respect. Their cause célèbre – they spotted a better way to do something that was ticking along quite happily beforehand, and they unleashed something so successful that it smashed everything in its path.

When the hot hatchback toppled the affordable performance coupé, the sports saloon pushed aside the no-frills roadster and the SUV climbed onto the prestige saloon market, loss of tradition was bemoaned, teeth were gnashed and pints of ale were spilt. In our world, doubts were muttered about these new upstarts ever being properly embraced as classics. But here we are, with a few decades' more perspective in one direction and the promise of a rapidly diminishing future of internal combustion in the other.

Those precocious disruptors of the past have become normalised by their own successful influence, but does their part in tilting history make them as appealing as the traditionalists they displaced, or even more so? Andrew Noakes brought together some interesting pairings to explore the question: Range Rover and Jaguar XJ6, Triumph Dolomite Sprint and MGB, Ford Capri and VW Golf GTI.

But radical shift, even when successful, doesn't always change the market. The Porsche 917 in our road and track test is a reminder how often a competition car can do a dominant job only for rule changes to cut it short. The 308GT4, as in this month's reader bucket list drive, brought fashionably Seventies Bertone styling to Ferrari, then Maranello pivoted straight back to Pininfarina curves.

Me, I'm all for progress. Does that sound conflicted, coming from the editor of *Classic Cars*? It shouldn't – the standout designs we most revere from motoring past enjoy that status precisely because they once offered something distinctive and fresh. Essential qualities to excite us about a future full of possibilities.

Enjoy the issue.

Phil Bell, Group Editor

Who'd have thought in 1970 that Land Rover faced a brighter future than Jaguar?

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LIGHTS

[The List]

Your Dream Drive made real

‘This lives up to everything I wanted it to be’

Terry Taylor fell in love the **Ferrari 308GT4** after reading a road test in 1975. Now he finally gets to road test one for himself

Words JAMES PEENE Photography IAN SKELTON

DINO 308 GT4
CHASSIS No ★ 13676 ★

Fewer than 3000 308GT4s built 1973–1980

Quirks include longitudinal radio mount

Terry tries his Seventies pipe dream for size

Old man Ferrari was – among lots of other things – always good for a quote. One of Enzo's most famous sayings was 'I don't sell cars; I sell engines. The cars I throw in for free, since something has to hold the engines in.'

And as freebies go, the 308GT4 is an undeniably attractive little package. It's also one that *Classic Cars* reader Terry Taylor has had to wait 48 years to get his hands on. Finally coming face-to-face with his dream drive at HPC Classics on the south coast of this green, and today, very pleasant land, Terry says he has always loved the looks of the little Ferrari. 'As much from the rear as from the front, I love the angles and just can't stop looking at it.'

Terry can trace his love for the 308 back to the original road test he read in 1975. Introduced at the 1973 Paris Salon to complement the two-seat Dino 246GT, the Dino 308GT4 – to give it its full name – heralded two Ferrari firsts. Under this name, which it wore until 1976, it was the company's first mid-engined 2+2 model and its first V8 production road car. It was featured in an issue of *CAR* magazine' Terry has brought a copy with him today. 'It's a comparison with the 246, and when I first read it I wasn't sure about the 308. The journalist said he also preferred the 246, which was very different. Pininfarina rather than Bertone. But since then, I've grown to love the 308's shape.

'The lines are beautiful and the angles on the rear quarter are brilliant. It's probably my favourite-looking Ferrari and this is a spectacular example. The condition inside and out is fantastic and the colour is lovely too. It proves Ferraris don't have to be red, and what a great colour combination, with the tan interior.'

HPC Classics' Miles Hardy agrees. 'It's a nice change from the usual resale red,' he says. Only eight were imported in Verde Pino. So far, the car has only covered around 4000 miles since having had a body-off, glass-out and back-to-bare metal respray'. The 'so far' part is our invitation to hit the road, and after a quick stop for fuel, where the first admirer of the day lingers to chat while we're at the pumps, Terry is finally let loose in his dream drive. And he doesn't hang about.

Wraparound dash appeals and it's user-friendly

TERRY TAYLOR'S TOP TEN

Lamborghini Espada
'In the Seventies, I called into a petrol station in my bronze Cortina MkIII 1600L and pulled up behind a spaceship. Wow.'

Lamborghini Countach
'No wings and things, just an original LP400. I sat in one once, climbing over that wide door sill to sink inside, amazing.'

Le Mans Bentley
'A friend's wife got me into P&A Wood's 50th anniversary weekend in Essex, with cars to ride in. I was still grinning Tuesday morning.'

Standard Vanguard Phase I Estate
'A car my father owned in the Fifties. Two-tone cream and maroon with a steel visor over the screen and little chrome peaks over the headlights.'

Bentley S3 Continental
'I love the Sixties Bentley coupé and convertible from every angle, front, back, side, quarter. The perfect car to tour Europe in.'

Bedford CA van
'Another dad car. I always wanted to have the front door slid back as we drove along, but he would never let me. I can't imagine why...'

Lotus Elan Plus 2 S130
'A car I really wanted but my wife wouldn't let me. "How can we take my parents out? Where can we put the shopping?"'

Ford Escort MkI Mexico
'I never did buy one of the iconic Fords. The nearest I got was a MkI with a 2.0-litre engine built by Superspeed in Ilford.'

Aston Martin V8 Vantage
'A fabulous car with a beautiful interior and another great car to tour Europe in, shame about the low-teen fuel consumption.'

Ferrari 308GT4
'I loved the 246 but unlike most, preferred the 308, still do. I should have bought one ten or 15 years ago when they were still sub-£20k.'

We thread our way along the coastal road towards Beachy Head which sports a delicious mix of bends and curves, opening out to long stretches which enable him to see if anything is coming far ahead. Terry gives the throttle a poke and works the gears with a smile on his face. There's concentration there and he's clearly soaking it all in, gauging the feedback from the little Ferrari's steering and exploiting the power under his right foot. But the overall impression is of a man clearly enjoying himself. Not that you could blame him. It's almost as much fun riding shotgun in the passenger seat, and the 308GT4 is undoubtedly making a lasting first impression.

'The engine noise at tickover is nothing special, nor is it when blipping the throttle, but when exiting corners and going through the gears with the windows open, that barking exhaust is worth the money alone,' Terry says. 'If I had this at home, I'd definitely be up at 5.00am and taking it back and forth through the Hindhead tunnel just for the sound.

'The steering wheel is very small and the fact there's no power assistance means it feels very heavy at parking speeds, and that's still noticeable up to about 10mph. But after that it's brilliant. It provides all the feel and feedback you could want. And that chassis – it just drives beautifully through the corners. Even after just a few miles behind the wheel, it feels great to take it through the twisties in second and then third gear.'

Despite some chirping from the tyres, Terry already feels relaxed and in control. 'It's absolutely fantastic, and so easy. It's smooth on bumpy sections of tarmac because it doesn't have thin, rubber-band tyres like modern performance cars. The 14-inch wheels have decent sidewall depth which helps do some of the supsension work, and that's great.

'The big front wheelarches encroach on the interior space though, and means the pedals are offset towards the middle and feel a little bit strange, but by sitting slightly sideways I still feel comfortable. Even so, the pedals still seem a little too far away, even with the driver's seat set right for the steering wheel. Maybe it's just my short legs!' Terry concedes.

As we drive along, he admires the styling of the wraparound dashboard. 'I love the look and all of the controls are at your fingertips. All the dials are clearly visible through or around the steering wheel, nothing is hidden. Why aren't more cars like this? The interior layout is quirky too with the longitudinally mounted radio and the handbrake lever, which is angled across towards the driver instead of being straight.

Terry notes that the big glass area provides excellent visibility – all the better for scenic coastal views – but negatives include the tiny F1-style side mirrors that look great but are, in reality, next to useless. 'You can't see the bonnet either. It drops away so much, which wouldn't help when you're trying to park. However, when you're driving it, you just have a glorious picture of the road in front of you, with absolutely nothing in the way. I guess you can just pop the headlights up to see where the bonnet ends, should you need to,' he muses.

'It's probably my favourite-looking Ferrari and this is a spectacular example'

First rear mid-engined V8 Ferrari

Compact 2926cc engine delivers decent pace

The thin but comfortable and supportive seats come in for praise. 'I can just sit here and forget about them. I'm sure I could drive for 400 miles and still feel OK. I'd certainly like to give that a go if Miles would let me take it home for a bit!' Terry laughs.

If he has to find fault with one thing, Terry singles out the gearchange. 'Everyone talks about heavy Ferrari gearchanges and that's the case here. It's notchy and hasn't improved even after the car has warmed up.' Miles points out that the mechanicals were all gone through when the car was restored, including an engine, gearbox and differential rebuild. 'I guess it's just a case of getting used to it,' Terry says. 'And the dogleg gearbox as well. The lever is hidden by my left knee, so I'm constantly looking to see where it is and what gear I'm in. I've fluffed a couple of gearchanges as a result, but I'm sure I'd get used to it.'

Terry is more than happy to put his toe down but has been changing gear using the dogleg 'box carefully, because he doesn't know the car that well. 'With a bit more familiarity I'm positive I'd get used to pushing the lever forward for second gear and it makes sense because you don't need first much in a car like this. It isn't something that likes to drive slowly – you can tell it just wants you to open it up. That's when it feels happiest.'

1978 Ferrari 308GT4

Engine 2926cc V8, dohc-per-bank, quad Weber 40DCNF carburettors **Power** and torque 252bhp @ 7700rpm; 210lb ft @ 5000rpm **Transmission** Five-speed manual, rear-wheel-drive **Steering** Rack and pinion **Suspension** Front and rear: independent, unequal-length wishbones, coil springs, telescopic dampers, anti-roll bar **Brakes** Vented discs all round, servo-assisted **Weight** 1330kg (2930lb) **Performance** Top speed: 154mph; 0-60mph: 6.9sec **Fuel consumption** 22mpg **Cost new** £9442 ***Classic Cars* Price Guide** £25,000-£50,000

A quick pit-stop for a bite to eat down near Beachy Head allows Terry to enjoy something else – the halo effect that a Ferrari badge has on those around us. A bus load of school kids disembarks at the roadside café we've stopped at and immediately makes a beeline for the 308. The boys ask Terry to start it up again so they can hear the engine and if they can take photos of it. Then they're called back to their coach and no doubt uploading their TikTok videos. 'I don't think any of them even knew it was a Ferrari,' says Terry. 'They just liked it because it looks so different from anything else on the road. But they could tell it was something special.

It's also a proper GT but it's got enough boot space to do the shopping or have a weekend away. It has a sunroof too. 'Considering it's an old car, I'd still have it for my everyday driver and use it all day long,' Terry says. 'It doesn't disappoint in any way.' High praise indeed, because it's not the first time he's driven a Ferrari. Several years back Terry had a go in a friend's more modern 360 Modena, but he says he is having a lot more fun in the 308. 'The way it drives is tremendous and the condition inside and out is fantastic. It's a real credit to Miles. Everything feels solid, nothing like you'd expect of a nearly 50-year-old car,' he says.

‘Windows open, changing gears, the barking exhaust is worth the money alone’

‘I think if it were mine, the only thing I’d want to change is to put some Ferrari Daytona seats in it. If I did that, the 308GT4 would be everything I could ever want in a classic car. The only shame is I’m going to have to say goodbye to it.’

However, there’s still a little more time for Terry to revel in the 308 as we head back to the HPC Classics headquarters in Eastbourne. Threading our way back through town, the Ferrari turns heads on every street. ‘Miles’ route along Beachy Head has been masterful,’ says Terry. ‘The roads around here are great and there’s a little of everything. There are corners and straights, plus it’s been dry and there’s not much traffic about. He really couldn’t have chosen a better test route and I’ve been able to fully experience the car in every scenario.

‘It’s just so comfortable to be in, to drive relatively fast and enjoy – I’d love to get to know it more. The car’s ability is well above mine but it is great fun, more than my old M100 Lotus Elan to drive. It’s got enough power that you can enjoy it without it being scary. You can keep your toe down in the twisties and hear the tyres chirping. I’m not sure you can do that in a modern supercar. It’s also compact, not a great, 7ft-wide lump.

‘Everyone always says you should never meet your heroes and don’t drive your dream, but this car has come up trumps and lives up to everything I wanted it to be. I’ve waited a very long time to experience a 308 and it both drives and sounds like a dream. I’ve done quite a few miles in it today and I’d happily do a fair few more but overall, I just love the look of it. If the car were mine, and I wasn’t driving it, I’d be found in the garage just sitting inside it. It’s been a fantastic day.’

Terry gives some final thoughts. ‘Maybe it’s time to sell my two MGBs, the two classic motorbikes and cash in a few Premium Bonds and get myself a Ferrari. It’s given me some real food for thought, and I need to go away and think with my head, not with my heart. I am genuinely thinking it finally might be time.’

[*Want a Drive?*]

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NEXT MONTH
LOTUS ELAN SPRINT

TERRY TAYLOR’S CAR CV

1968 FORD CORSAIR 1500
‘My second car. Great when I bought it, but falling apart with rust when I sold it.’

1968 FORD CORTINA MKII 1600
‘It wasn’t a sports car but it still gave me a lot of driving satisfaction. Handled well.’

1975 PRINCESS 2200HL
‘According to my wife the most comfortable car we have ever had. Totally reliable.’

1991 LOTUS ELAN M100
‘Brilliant to drive and handled beautifully, fun in spades. The only issue was a leaky hood.’

1974 MGB GT
‘Leather interior, Spax rear dampers, stainless exhaust, but spoilt by electric power steering.’

1974 MGB ROADSTER
‘Bog standard but engine rebuilt, brakes and suspension sorted. Great fun.’

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Even top examples look cheaper

When it's worth the risk of paying extra for Porsche's unloved 996-generation 911

A smudge more than £21,000 for a very low-mileage 1999 Porsche 911 Carrera 4 doesn't sound dear. Especially for one in stunning nick. Hampson's Tattenhall sale in September knocked down a mint, 22,000-mile Guards Red 1999 Carrera 4 non-sunroof coupé – with the desirable manual six-speed gearbox, factory GT3 Aero kit and Turbo alloys – for £21,375. Totally unmarked, it came with an 'extensive history file' of main dealer and local specialist servicing, old MoT certificates supporting the mileage, a full book pack and stamped service record, with the vendor saying that it had been 'serviced extensively, regardless of mileage'. So far so good.

But the 996 was hardly the most robust 911 vintage; Porsche was struggling financially during its development period and enacted some all-too-obvious cost-cutting measures. Many Boxster parts were used and the M96 engine had reliability issues including the now infamous intermediate shaft bearing (IMS) failure, cylinder bore scoring, liner cracking, and leaking cylinder head gaskets. The respected *The Truth About Cars* website once called the 996 'Porsche's Deadly Sin #1', railing at common engine failures, cheap trim and never feeling 'anything like as substantial as its air-cooled predecessor'. There's an element of truth to this, with values reflecting patchy reliability and the ruined engines of that period. But this example had been so obviously cosseted – along with regular oil services – that for the money, it was worth the risk.

A swift modification of the IMS to a modern upgraded unit would give some engine peace of mind, and having such a low mileage, the common maladies of worn-out switches, cracked dashes and self-destructing radios wouldn't be such a concern. Aside from those issues – and the tendency for the soft-touch radio volume control to go sticky – the interiors wear extremely well. In fact, for such a mint survivor with such a high and desirable factory spec, this was probably a bargain. It certainly looked sensational in truly collector's condition.

Spend a few grand properly eliminating the common problems and you would have one of the few really low-mileage 1999 996s that survive.

If I was in the market, I would very likely have had a punt.

> 'A mint survivor with such a high and desirable factory spec, this was probably a bargain'

Carrera 4
T114 XCG

Buyer earns their stripes with Sunbeam Tiger bargain

With very well-restored Tigers still making up to £45,000 in the UK and £75,000 in the States, I thought the £39,566 paid on Bonhams Cars Online in October for a very fine MkI was sensible. JGU 597C was a UK-supplied, Midnight Blue '65, totally restored in 2014 – £8k was spent just prepping and lead loading the bare Bodyshell. It looked tremendous with perfect paint, interior and completely overhauled mechanicals. Unlike a lot of restored Tigers, this one hadn't been overdone or over-chromed and looked close to original factory spec, apart from its 13in Minilite rims.

The paint quality and detailing were special, with shiny inner wings and slam panel, mint paintwork in the boot and an underside still looking remarkably fresh from the restoration. The interior had been professionally retrimmed in blue leather and the original Rootes toggle switches, warning lights and Smiths instruments had been faithfully retained. This was a virtually as-new Tiger that needed nothing. If you consider the cost of the car before the restoration, then add the huge amount of parts, labour and materials spent, the total spent will have significantly exceeded the selling price.

And looking on the internet at the most recent buying and selling chain, it looks like the Bonhams buyer did really well. In 2018 it was auctioned by Brightwells for £42,000, in 2021 it was sold by Fender Broad for £56,000 and then it recently sold again on *Car and Classic* for £42,000. You can research all this stuff on the internet before you buy. Perhaps the lucky new owner did just that. This Sunbeam Tiger was very well bought indeed.

MORE QUENTIN WILLSON P37

Incorrect engine creates Lotus bargain of Elite levels

H&H's Duxford October auction bid of £27,000 for a 1963 Series 2 Lotus Elite was the cheapest I've seen for more than a decade. Sharp, shiny and still looking good after an Eighties restoration, 5256 BH didn't have its original engine but was running on a standard Lotus FWE Coventry Climax unit. Intriguingly, it was registered in the original green VE60 logbook as a Super 95 and wore correct detailing and badging. Opinions vary, but between 20 and 34 Super 95s were built, spec including a ZF gearbox, twin 1.5-in SUs, higher compression ratio, fiercer cam, five-bearing crank, bonnet scoop, servo brakes and Monza fuel cap. Reinstalling a correct FWB engine would be worth it – genuine Super 95s are coveted.

The catalogue description mentioned that the old green logbook listed Lenham Sports Cars as BH's owner in October 1973. Leafing through *Motor Sport* magazine for November 1973, I found a black-and-white ad for the Lenham Motor Company listing a '1963 Lotus Elite Super 95, delightful little car, largely unspoilt by its previous owners' for £835. So not only is 5256 BH the cheapest standard Elite I've seen for ages, but it's also likely a genuine Super 95 which, when brought back to factory spec, could be worth an easy £60,000. As I write, there's a nice one advertised with a UK dealer for £73,000 – so plenty of financial room to get this car right. With fewer than 30 built, the Lotus club community should be able to track its past.

This was another well-bought car – dare I say it – at almost half its potential market value once properly sorted. Just shows the buying opportunities that are out there right now.

ASK QUENTIN

Ditch the F-type for an XK8?
We have a 2020 last of the pre-facelift Jaguar F-type 3.0 V6 R-Dynamic Convertible. It was pre-registered then owned by us, and now has 29,000 miles and full Jaguar dealer service history. We love it but it's a sports car, not a grand tourer, and I hanker after the more refined XK with more luggage space, etc. I've been offered a 2010 two-owner XK 5.0 V8 Portfolio Convertible, 19,000 miles, for £24,995, subject to negotiation. Question is, given how few F-types have been sold, what do you think will happen to the value of used ones from now on? Perhaps the cachet of the final ever Jaguar ICE-powered sports car will help? We paid £47,500 for ours as pre-reg – a bargain – and reckon it's now worth at least £35,000. So, in depreciation, that's Focus money. Same question about the 2010 XK – where is its value heading please? We're a fleet management company but we deal in new vehicles, not classics – each to their own.
Paul Gilligan

I'm a great fan of the X150 XK8 convertible – especially the 5.0-litre – and you'll find it much more refined than the F-type. Values of the F-type have warmed slightly since the end of production was announced and, as you say, it's Jaguar's swansong sports car, so will always have a desirability. Long-term though, I don't think they will rise significantly in value. The XK8 at £25k is a little pricey, even with such a low mileage. Values are surprisingly soft and I don't see them being a long-term investment either. I wouldn't stress about future values too much and just enjoy driving them while you can.
Quentin Willson

NOT SURE WHETHER NOW'S THE RIGHT TIME TO BUY, SELL OR HANG ONTO THAT CLASSIC?

Email *classic.cars@bauermedia.co.uk* with **'Ask Quentin'** in the subject line.

BMW Z4 – stick or twist?
I acquired a 2004 BMW Z4 2.5 SE convertible in excellent original condition with FSH, receipts and fewer than 100k miles on the clock. Prices are surely unexpectedly low? Is this a model worth keeping for future value, given the interest now being seen in the Z3, or should I sell now and go for the latter?
Del Breingan

I would move your Z4 on. There are too many for them to rise in value and, as you say, prices are on the low side. Unless it's a really low-mileage example it's not worth keeping in the hope of any uplift in values.
Quentin Willson

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see page 32

CHASING CARS

Nigel Boothman's market analysis

Escort Cosworth record at NEC

Fast Fords fly, traditional classics suffer at Iconic Auctioneers' Birmingham sale

Eye-popping prices for classic Fords at the NEC Classic Motor Show sale have become normal, but a 1992 Escort RS Cosworth Lux with just 2221 miles smashed expectations to set a new record for the model at £202,500, including premium. Other Fords sold beyond their strong estimates: a 1990 Sierra Sapphire Cosworth Rouse Sport 204-R for £84,375 (est. £70k-£80k); a one-owner 1972 Capri 1600L for £34,875 (est. £28k-£32k); and a 1987 RS200 with 8800 miles for £236,250 (est. £190k-£210k). Motorsport history adds fuel to a fiery market, and the 1990 ex-Tim Harvey RS500 Cosworth BTCC car made £309,375 on an undisclosed estimate.

Some failed – a 32,000-mile Sierra Sapphire Cosworth 2WD is desirable but a £60k-£70k estimate looked greedy, and maybe a 10,000-mile Sierra RS Cosworth three-door is not automatically a six-figure car, so stayed put with an estimate of £100k-£120k. A well-storied RS500 looked a more interesting buy at £109,125. A 1973 Escort RS2000 MkI soaked up £130,000 in its restoration, but this did not translate to a sale on an estimate of £80k-£100k.

Results were disappointing for traditional favourites. Cars from the estate of a large collection sold at no reserve and could have doubled their sale prices five years ago: a 1959 Alvis TD21 Drophead at £24,750; and a 1966 Mercedes 230SL at £36,000.

No parking at anytime
K11 RSE

Spoiler alert: Escort RS Cosworth Lux made a record £202,500

Market indicators *From brutish Brits to compact Italians, there are genuine bargains to be had if you know where to look*

1964 Austin-Healey 3000 MkIII, £33,360
Brightwells, Leominster, 23 October
Is thirty-something thousand the new auction mark for a smart Big 'Healey? If so, it's a widening gap to the £60,000 and £70,000 asked for MkII and MkIII 3000s by dealers. This BJ8 is an original rhd car, restored in the Nineties and expensively recommissioned in 2014. Iconic sold a nice BJ8 at the NEC for £37,687 and is asking £37,950 for an unsold BJ7. Like many contemporaries, 'Healeys have moved from 'investable' to 'enjoyable'.

1996 Rolls-Royce Silver Spur, £69,027
Artcurial, Paris, 27 October
Even an example as good as this – one owner, 9500km – would struggle to get near £70k in the UK, but chances to buy a perfect, late-model, lhd Silver Spur on the Continent are scarce. Compare this with a 20,000-mile 1995 rhd Flying Spur (same car, but with a turbo) of even higher specification for £28,125 at Iconic's NEC sale. Time to recognise these opulent lwb monsters for the bargains they represent on home turf.

Alvis 3.5-litre saloon, £20,250
ACA, Kings Lynn, 2 November
Victim of a pessimistic estimate, or the new reality for pre-war saloons? The former seems possible, as these dashing triple-carb 'Speed Model' Alvises are still much admired and make genuine Derby Bentley rivals, so a guide of £15k-£20k on a smart, usable car with encouraging recent bills seems odd. If it was designed flood in bidders, they flooded out again before getting this car near a decent price.

Trans-Atlantic results make a startling contrast

The much-hyped Rudi Klein Junkyard Collection disposed of by RM Sotheby's in Los Angeles in late October saw huge sums paid for scrap remnants that could never be economically restored. Yet the wildest result was for a car that while intact, still needed a significant spend even to creep onto a concours lawn in the Preservation class. The star lot, a 1956 Mercedes-Benz 300SL Gullwing – one of 29 alloy-bodied examples – sold for an extraordinary $9,355,000 (£7.25m) after a bidding war. A 1962 Porsche 356B 'Twin-Grille' Roadster with 600 miles made an amazing $1.16m (£900k).

In the UK, results for some high-value classics in project condition have dipped sharply. RM Sotheby's moved three Fifties Aston Martins at its London Sale on 2 November for around half our price guide values for rough examples. Has the step change in post-covid, post-inflation restoration costs hit home in the UK?

Treat on a budget – 1987 Alfa 2000 Spider, £4428

The perfect time to buy a convertible. The nights are drawing in, the central heating is on, and no-one puts up too much of a fight for a soft-top Alfa Romeo. This smart 1987 example was about on the money, according to our price guide – somewhere between 'good' and 'mint' with some recent expenditure on bodywork, a full respray and new interior trim that probably exceeded the sum this car sold for.

The Spider S3 is the poor relation of the family that started with the round-tailed Duetto. The S2 of the Seventies has the Kamm-tailed looks of this car, minus the plastic spoiler and chunky rear lights, while the S4 had a more comprehensive facelift and gained fuel injection. This example avoids the nasty bodykit of the Quadrifoglio version and looks relatively timeless in mid-blue. Best of all, when the winter showers begin, you can flip up the roof from the driver's seat with one hand. Try that in an MGB.

1995 Vauxhall Calibra DTM, £10,695
Manor Park, Runcorn, 26 October
When did you last see a ten-grand Calibra? Probably on the forecourt of a Vauxhall dealer 30 years ago, when it was an approved used car. The Manta's replacement has died a death since then, with numbers so low that it's unlikely to revive with much of a following, but special editions like this DTM version (styling tweaks rather than a Touring Car-spec engine and chassis) clearly have some cachet.

Ferrari 308GT4, £29,425
SWVA, Poole, Dorset, 31 October
Condition, mileage and history point to a car's value, but if all these are encouraging, what can separate this car from a £60,000 GT4 sold at the NEC a few days later? The NEC car had celebrity ownership (ex-Chris Rea), and was in original specification. This one was converted to fuel injection, with the original carburettors supplied, and was offered at a small-ish sale of mostly everyday classics. Well bought.

PRICE GUIDE MOVERS

On the up

This month, three-quarters of the top 20 growers are sub-£100k

	Year	Concours	Mint	Good	Rough	% up
Abarth 595, 595SS, 695SS	63-71	53,000	42,000	26,500	16,000	+3.8%
Alfa Romeo Giulia Ti/Super	62-74	25,000	18,000	8500	4250	+5.7%
Audi Quattro S2	90-96	19,500	13,500	7000	3600	+5.4%
Bentley S1 Cont P Ward con	55-59	650,000	450,000	265,000	195,000	+4.8%
Bentley T1 saloon	65-76	20,500	14,250	6500	2500	+4.8%
Clan Crusader coupé	71-74	7250	5000	2500	1100	+22%
Ferrari 275GTB (steel)	64-66	1.75m	1.5m	1.25m	1m	+2.9%
Ford Capri MkI 1.3/1.6	69-74	20,000	13,000	6500	3000	+39%
Ford Capri MkI GT 1.6/2.0	69-74	22,500	15,000	8000	3750	+5.9%
Lamborghini Countach LP400S	78-82	395,000	325,000	240,000	165,000	+8.7%
Lancia Fulvia HF SI/SII	68-72	51,000	36,000	20,000	12,500	+4.8%
Lancia Rally 037 Stradale	82-83	475,000	400,000	325,000	275,000	+4.2%
Mercedes-Benz 300SL (R107)	85-89	35,000	22,000	9500	3750	+3.8%
Mercedes-Benz 190E 2.3/2.5-16	83-92	30,000	20,000	10,000	6000	+6.5%
Peugeot 504 cabrio	69-83	24,000	16,000	8500	4500	+5.3%
Peugeot 205GTi 1.6	84-90	19,500	12,000	4750	1600	+8.6%
Peugeot 205GTi 1.9	87-94	23,000	14,000	5750	1800	+5.7%
Porsche 911 Turbo (930) 3.0	75-77	152,500	115,000	85,000	60,000	+7.1%
Porsche 911 Turbo (930) 3.3	77-90	140,000	100,000	65,000	42,500	+16%
Porsche 911 Turbo cabrio	86-90	125,000	90,000	55,000	37,500	+24%
Porsche 944 Turbo	85-91	23,000	16,000	8500	4000	+3.3%
Renault 5	72-84	4000	2750	1500	700	+8.5%
Rolls-Royce Phantom V/VI limo	60-77	125,000	80,000	37,500	22,000	+15%
Standard Vanguard II/III	53-58	6850	4650	1900	950	+3.1%
Toyota MR2 Mk2	90-99	8250	6000	2400	1000	+4.1%
Vauxhall Nova GTE	88-90	19,000	13,750	8750	4250	+18%

On the Slide

An air-cooled Porsche 911 makes a surprise entry into the top ten fallers

	Year	Concours	Mint	Good	Rough	% dn
Alfa Romeo Giulietta ti	57-64	24,000	17,500	8250	4000	-3.5%
Alfa Romeo Giulietta, Giulia SS	57-66	92,500	70,000	49,000	32,000	-3.0%
Alfa Romeo 2000/2600 Spider	58-65	105,000	75,000	50,000	30,000	-4.2%
Alfa Romeo 2600 Sprint	62-66	36,500	26,500	16,000	8000	-7.0%
Alfa Romeo Giulia Sprint GT/Vel.	63-68	42,000	30,000	19,000	11,000	-5.9%
Allard K1	46-50	82,500	64,000	36,000	26,000	-5.2%
Allard K3	52-54	110,000	85,000	60,000	45,000	-4.3%
Alvis TE/TF21	63-67	80,000	56,000	32,000	18,000	-3.6%
Aston Martin DB2	50-53	200,000	150,000	100,000	57,500	-6.5%
Aston Martin Virage	89-96	50,000	37,500	20,000	13,000	-4.4%
Aston Martin DB7 Volante	96-99	27,000	21,500	15,500	10,750	-2.3%
Aston Martin DB7 Vant. Volante	99-03	28,000	22,000	16,500	12,000	-2.8%
Aston Martin Vanquish	01-04	46,500	41,000	36,000	31,000	-3.7%
Austin-Healey 100/6 BN4/6	56-59	55,000	37,000	21,000	13,000	-3.1%
Bentley Derby 3.5 Park Ward	33-37	105,000	72,500	39,500	19,000	-2.7%
Bentley Derby 3.5 coachbuilt	33-37	187,500	130,000	62,500	32,500	-3.3%
Bentley Derby 4.25 coachbuilt	36-39	210,000	140,000	65,000	35,000	-3.5%
Bentley S1 Cont Mulliner	55-59	365,000	270,000	175,000	135,000	-2.3%
Bentley Si Cont PW coupé	55-59	275,000	205,000	135,000	100,000	-8.5%
Bentley Continental T	96-02	62,500	52,500	36,000	29,000	-5.0%
BMW 3.0CSL	72-75	140,000	105,000	67,500	45,000	-3.9%
BMW Z1	86-91	42,000	32,000	18,000	11,000	-2.6%
BMW Z8	00-03	165,000	135,000	110,000	85,000	-3.2%
BMW M3 (E46)	01-06	28,500	20,000	10,000	5750	-3.0%
Ford Prefect	40-53	7500	5250	2500	1250	-5.6%
Ford Anglia/Popular 103E	46-59	7650	5500	2500	1350	-4.4%
Ford Escort RS2000 4x4	94-96	13,500	10,000	7250	4250	-4.1%
Jaguar E-type S1.5/S2 rdstr	67-70	86,000	67,500	40,000	26,000	-6.8%
Jaguar E-type S1.5/S2	67-70	70,000	47,500	30,000	18,000	-5.4%
Jaguar E-type S1.5/S2	67-70	50,000	35,000	20,000	12,000	-7.9%
Jaguar E-type V12 roadster	71-75	77,000	55,000	32,000	18,000	-4.9%
Jaguar E-type V12 fhc 2+2	71-74	52,000	38,000	22,000	10,500	-3.9%
Jensen Interceptor con	74-76	64,000	47,500	30,000	16,000	-6.5%
Lamborghini 400GT 2+2	67-68	290,000	225,000	190,000	155,000	-5.0%
Lancia Aurelia B24 Spider	55-56	750,000	600,000	525,000	450,000	-6.4%
Lancia Aurelia B24 conv	57-58	270,000	210,000	160,000	117,500	-2.3%
Lancia Flaminia GT/GTL/3C	59-67	70,000	57,500	40,000	25,000	-7.7%
Lancia Flaminia	59-67	140,000	95,000	67,500	46,500	-3.7%
Lotus Elite	57-63	77,500	62,500	44,000	26,000	-2.8%
Lotus Europa TC/Special	71-75	32,000	21,000	11,000	6000	-3.6%
Marcos Mantara	93-97	15,750	12,500	10,000	7500	-3.7%
Maserati A6G/2000 Zagato cpé	54-57	2.7m	2m	1.6m	1.2m	-7.4%
Mercedes-Benz 190SL roadster	55-63	125,000	87,500	60,000	40,000	-3.8%
Mercedes-Benz 500/560SL sports	82-89	38,500	24,000	10,000	3750	-3.8%
Porsche 911 Carrera (993)	94-97	56,000	43,500	28,500	20,000	-6.6%
Rover P6 3500S	71-76	12,000	7750	3000	1400	-3.6%
Trident Clipper V8	67-78	32,000	22,000	12,000	7000	-2.9%

Eighties excess, German style

All-white Styling Garage Mercedes-Benz 500SEC 'Gull Wing' tests modern tastes

The first half of the Eighties saw an explosion of customised, modified offerings based on European luxury cars, and especially Mercedes-Benz, Porsche and Ferrari. Many of the firms responsible were German, such as AMG, B&B, Brabus, Gemballa, Koenig, Lorinser, Strosek, Zender and Styling Garage, also known as SGS. It was this last firm, based near Hamburg and run by designer and engineer Chris Hahn, that went beyond the usual approach – wide wheelarches, lavish interiors – and took inspiration from Mercedes history by fitting gullwing doors to the then-new C126 500SEC coupé.

This demanded not only a strengthened roof structure but steel beams in the sills to maintain the car's rigidity. The end result was remarkably successful, offering a larger and easier door aperture than the original 300SL could claim. What was lost was the C126's pillarless feature, with a new B-pillar a vital part of the door structure. Depending on the extra work customers wanted to the interior, the bill for the conversion was likely to double the 500SEC's already chunky list price of DM83,000 in 1985 – equivalent roughly £22,000 at that time, though the cars were much more expensive than this in the UK.

SGS showed its first Gull Wing (the badge is two words) at the Essen show in 1982, with this example built two years later in May 1984. It's a relatively restrained example with no widebody kit and an interior in sober grey leather, piped in white with white dials. Only a startling wooden 'falcon's head' gear selector hints at the excess some other customers favoured. The question now is what most appeals to the current market, 40 years on – a modicum of restraint, or full-on extravagance? Many of these 500SGS cars, as they are sometimes known, featured more aggressive body kits and much louder interiors, one famously teaming candy-apple red paint with an all-gold interior.

This car was sold new to the US and once featured white wheel discs, but perhaps looks rather better on the BBS split-

rims. It was offered by RM Sotheby's at its Munich sale in late November, estimated at €350k-€400k (£290k-£330k). The record of recent sales for cars like this is small, but it's possible to point to a handsome bronze 500SGS offered by Artcurial in February 2023 that failed to sell on a €400k-€600k (£330k-£495k) estimate.

This car also didn't find a buyer, even when surrounded by other valuable German performance cars. This is perhaps a surprise, because the sums paid for AMG wide-body cars of the same era haven't been stagnant. AMG's eventual one-ness with Mercedes-Benz confers much kudos on pre-takeover examples. The last two years have seen surprising auction results for the AMG 560SEC of £561k, £325k and £454k. More astonishing still was the $775k (£604k) paid for a 1987 E-Class AMG 'Hammer' saloon at Broad Arrow's 2023 Amelia Island sale. It appears that a non-AMG independent, albeit one of the best known, doesn't reach the same league, but could it be that unusual specials like this will soon be dragged up in the wake of the AMG cars?

Estimated at €350k-€400k (£290k-£330k), did a lack of AMG status hamper this SGS 500SEC 'Gull Wing', and is a cautious auction market to blame?

CHASING CARS

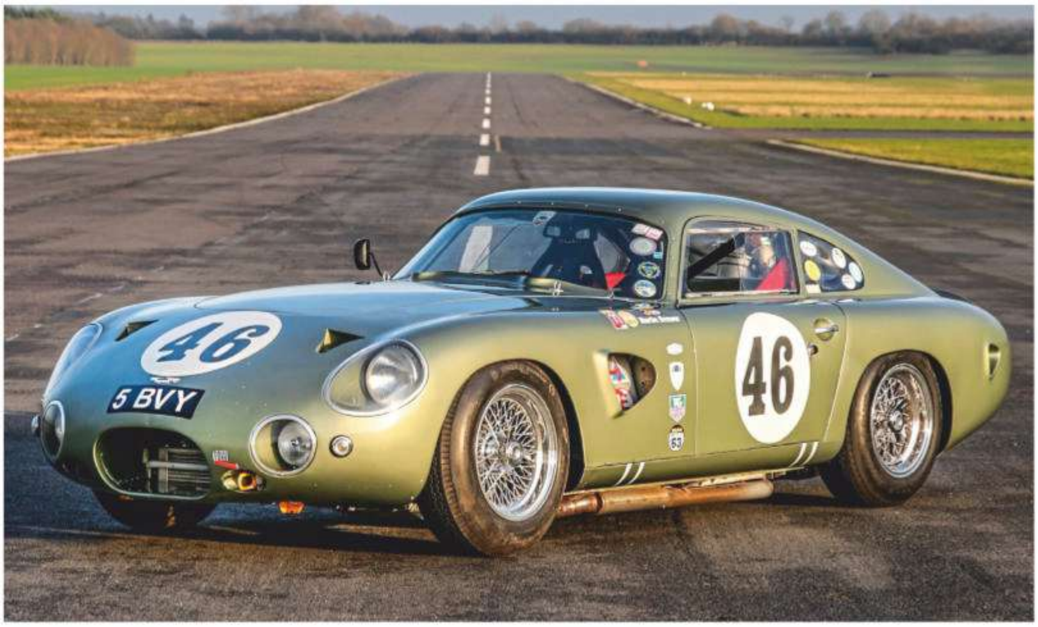
Nigel Boothman's market analysis

Tool Room Copy is a rare opportunity

Race-winning Aston Martin recreation up for sale at Historics

The DP or Design Prototype Aston Martins are among the most valuable cars seen in historic motorsport. As a guide, the only original car sold in recent years fetched $21.5m (£16.8m) at the RM Sotheby's Monterey sale back in 2018. That was DP215, successor to the two DP214s and the first DP212. All were based on the DB4GT, and clothed in streamlined bodywork that aimed squarely at the Ferrari 250GTO.

Two DP214 cars were built in 1963 and were successful at Brands Hatch, Goodwood, Monza, and Montlhèry. One was later destroyed in an accident; the other survives. The first of three DP214 recreations was built in 1991, the third completed in 2014. The car pictured is the second, based on a 1961 chassis. It began with Adrian Johnson at Post-Vintage Engineers, before being acquired by Martin Brewer of Runnymeade Motor Company. Brewer has since competed – and won – all over the world, yet this 385bhp car has a V5C and is road legal. Estimated at £525k-£600k (the later DP214 recreation sold for £552k in 2017), this car didn't sell at auction with Historics at Brooklands on 23 November and remains available. What's the true value of this unusual chance to mix it with Cobras, Ferrari 250s and E-types – not far below estimate, surely?



UPCOMING SALES

DECEMBER

Sun 29, Switzerland. Oldtimer Galerie Toffen, Festivalzelt, Gstaad. *oldtimergalerie.ch*

JANUARY

Tue 7-Sun 19, Florida, USA. Mecum Auctions, Osceola Heritage Park, Kissimmee. *mecum.com*

Sat 11, Hampshire. Barons Auctions, Unit 6, Harbour Close, Southampton. *barons-auctions.com*

Sun 19-Mon 27, Arizona, USA. Barrett-Jackson, Westworld of Scottsdale, 16601 North Pima Road. *barrett-jackson.com*

Fri 24, Arizona, USA. RM Sotheby's, Biltmore Hotel Resort & Spa, Phoenix. *rmsothebys.com*

Fri 24, Arizona, USA. Bonhams, West Kierland Resort & Spa, Scottsdale. *bonhamscars.com*

Sat 25, Newcastle Upon Tyne. WB & Sons, The Auction House, Killingworth. 0191 268 9011, *wbandsons.com*

Sat 25-Sun 26, Norfolk. Anglia Car Auctions' classic sale, The Cattlemarket, King's Lynn. *angliacarauctions.co.uk*

Thurs 30, Dorset. SWVA January Classic Sale, Blackhill Road, Holton Heath Trading Park, near Poole. *swva.co.uk*

FEBRUARY

Tue 4-Wed 5, France. RM Sotheby's, Les Salles du Carrousel, Paris. *rmsothebys.com*

Forecourt view

The market in general for pre-war cars and Fifties and Sixties models is slow, but in October I had one of the busiest months of the year,' says Mark Elder of The Motor Shed. 'It's all so unpredictable, but my feeling is it's now bottomed out. Austin Sevens are doing okay, and I see a huge range of buyers from teenagers after a project, to those in their seventies. With sporting Sevens, aesthetics matter, then there's reliability and build quality, plus of course the engine. A nice revvy unit built by someone like Pigsty Racing adds a lot of appeal but even the common SU carburettor conversion can give you 50mph rather than 45mph, which adds to usability. Something like the supercharged special I'm offering, or one of the two Ulster-type specials I have could be raced, hillclimbed or just used for winter Driving Tests, like the one I organise for the VSCC at Bicester.'

IN THE TRADE

CLASSICS DODGE CGT RISE

The UK's recent budget saw an increase in the rate of Capital Gains Tax from 10 percent to 18 percent for gains within an individual's unused basic rate band, and from 20 percent to 24 percent for higher rate taxpayers. All cars bought for personal use are still classified as 'wasting assets' – an expectation they will depreciate and/or cost money to own, remaining exempt from CGT. Good news for those who can pick models likely to appreciate, even if truly investable cars are harder to find.

HAMPSON
MARKETPLACE

HAMPSON AUCTIONS LAUNCHES ONLINE SALES

Hampson Auctions has launched an online sales brand. Hampson Marketplace will offer flat fees (£300 for cars, £200 for motorcycles, £100 for registration plates) and no seller's commission, with a seven percent buyer's premium. One percent of every hammer price will go to The Joshua Tree, a charity supporting families affected by childhood cancer. First sales will go live in early December, after the Bolesworth Castle auction on 24 November.

FIRST NEW BENTLEY SPEED SIX DELIVERED

Bentley Motors has delivered the first of 12 customer Speed Six recreations to an American buyer. The Speed Six follows the run of Bentley Blowers created by Crewe's Mulliner workshop in recent years and was priced around £1.5m when announced in 2022. This car is described as a 'racing companion' to the owner's Blower Continuation, reflecting the non-road-legal status of these amazingly and authentically faithful 1930-model reproductions.

ACA
AUCTIONS

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25 & 26
JANUARY

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1987 FORD SIERRA RS COSWORTH

RESULT: **£54,270**

1974 CITROEN DS23 PALLAS

RESULT: **£27,000**

1984 TOYOTA CELICA SUPRA AUTO

RESULT: **£9,180**

1960 BSA A10 650CC

RESULT: **£4,104**

1985 LOTUS EXCEL

RESULT: **£7,668**

ENTRIES INVITED FOR OUR JANUARY SALE

Eighties nostalgia ruled but all classics were welcome at the NEC

Record NEC draws in the crowds

40th anniversary NEC Classic Motor Show hosts eclectic cars and honours heroes

A record 338 classic car clubs and 71,520 visitors swelled the halls of the NEC for the annual Classic Motor Show. The new Hall of Fame saw Mike Brewer, the Federation of British Historic Vehicle Club's David Whale, and the Jaguar E-type all honoured for their contributions to classic motoring, while new live stages put enthusiasts in conversation with journalists, podcasters and industry experts about safeguarding the future of the movement.

Swallow Doretti

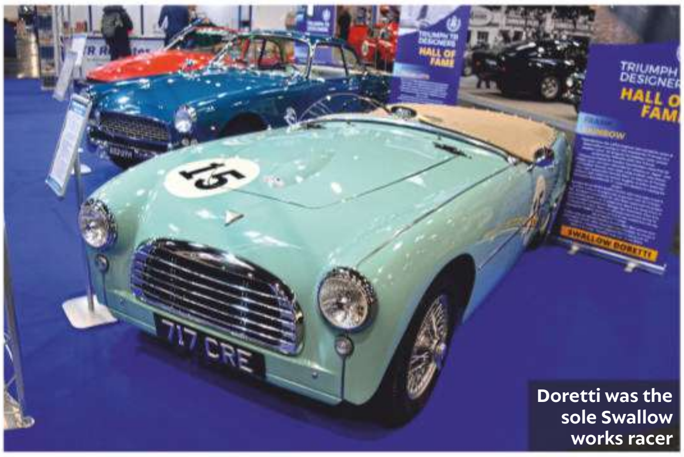
'This was Swallow's only works racer, and the first Doretti to be registered in the UK,' said Dave Flavell of his car, making its show debut on the TR Register stand. 'It only raced once, at Silverstone. It was meant to attempt a speed-record run at Jabbeke, but that was cancelled.

'Officially, it was Swallow's development and works car. There are photos of it testing at MIRA in 1953, apparently before it was registered, and it wore the engine out. They tried to strengthen the chassis, with doubled tubes in the sills and extra gussets, but that only resulted in making it heavier. Don Truman raced it, finishing 19th, although it was up against works Jaguars and Frazer Nashes. Truman's only order was to beat the 'Healeys – which he did.'

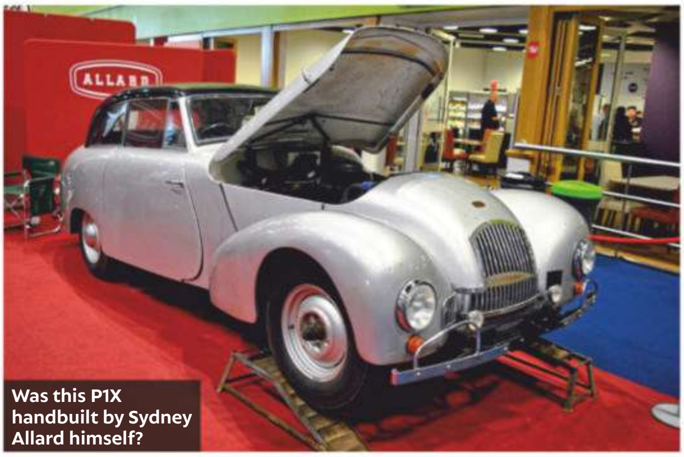
Flavell has owned the car since 1972, but has only recently restored it. 'A mate of mine owned it in 1970, I tried to buy one too, but bought a Triumph TR2 instead – we ended up swapping our engines around. I was in a Spot the Ball syndicate, we won a competition in 1972, and I bought the car for £1! It was in very poor condition and life got in the way of its restoration. I finally finished it two years ago.'

Allard P1X

The unusual specification of this Allard, seen in public for the first time in 75 years, raises the possibility of a direct connection to company



Doretti was the sole Swallow works racer



Was this P1X handbuilt by Sydney Allard himself?

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RHD 400GT proving a challenging resto

Humberstone XJ40 is unique in UK now

Dodge once tracked down TV licence evaders

founder Sydney Allard himself. 'It's been in South Africa all its life, but it's unusual in being a P1X,' said Allard Owners Club registrar John Langley. 'Canadian Mercury V8, J2X suspension and floor-mounted gearchange, but it's a P1 saloon – exactly the same specification as Sydney Allard's 1952 Monte-Carlo Rally winner, and not something usually offered to the public.

'It's also just two chassis numbers away from Sydney's wife Eleanor's P1X – that was 2285, this is 2287. It was exported when new to Ghana, to an enigmatic buyer called Andy Martin.

'When he passed away, his family found that he owned more than 400 cars. It took two years for them to identify and sell them all. It's possible that the Mercury V8 was fitted by Sydney himself, and Allard was experimenting with that transmission at the time. Between six and ten prototypes were fitted with them before it was abandoned, but this car came afterwards. How Andy Martin was able to get hold of a car such as this really is a fascinating mystery.'

Lamborghini 400GT

Displayed mid-restoration, the NEC show was the first time this near-unique Lamborghini had been seen in 20 years. 'It's one of just four cars built in right-hand drive, all of which were made in the same year,' said project manager Chris Tye of restorer Autorara. 'It had a couple of owners before the present one, but it's just been sat in a garage for the last two decades.

'Finding parts is the biggest challenge, and being handbuilt, no two 400GT panels are the same. There's a lot of lead loading, which melted when our welding torch was fired up! We have a couple of people in Italy we converse with for parts and advice, but how do you find, say, a window seal for a car where no two window frames are the same? Even so, we're hoping to have the restoration completed by March.'

Humberstone Jaguar XJ6 Estate

This unique coachbuilt Jaguar was on show for the first time. 'It was one of two taken from Hatfields of Sheffield,' said Paul Keating of the XJ40 Register. 'Chris Humberstone had previously created two Series 3 XJ6 estates for Hatfields, then the new XJ40 came out in 1986 and they fancied some more. One was finished in British Racing Green, with the other in Westminster Blue, and a third was ordered from Humberstone by Long Island Jaguar in New York, before being delivered to Los Angeles.

'It's wider at the back than the saloon, so the rear bumper has a gusset in it. Despite being a Jaguar it has a Daimler magnolia leather interior with a hand-stitched bespoke dashboard. The glassfibre tailgate has an Opel Senator rear windscreen, and the roof rails are from a Mercedes-Benz S123. The Westminster Blue car is in France nowadays, so this one is the only Humberstone XJ40 estate left in the UK.'

Dodge Spacevan

Fresh out of restoration, this Dodge is the sole remaining example of a vehicle which suburban Britain once feared – the TV detector van, designed to seek out unlicenced television sets.

Unused show Ford now looking for a home

Events

PEUGEOT
PEUGEOT

Le Mans was a 205GTi especially for Sweden

'I bought it in 2003 in terrible condition,' said owner Martin Maltas. 'Every panel needed replacing, but it was all-original, right down to all the equipment that was still on-board as well as an ashtray full of cigarette butts!

'Rumour had it they didn't actually work, but they did – two roof-mounted oscilloscopes would triangulate a signal given off by all TV sets, and the operator would take a Polaroid photo of the waveform on their screen.

'This is number two of a batch of 25, built by Vosper Thorneycroft for the Post Office, and used in Northern Ireland.'

Ford Sapphire Cosworth Executive

For obvious reasons, this car has never been on the road, and this is its first show. 'The Executive was a limited edition not available in the UK,' said Steve Norris of Paul Linfoot Racing. 'This one was built in Cologne, then sent to a dealer in the Netherlands where it was chopped to demonstrate its interior in the showroom. It was never given a VIN, and still has plastic delivery bags over its track-control arms.

'The Executive was a rear-wheel drive model, but used some 4x4-derived suspension parts, and featured a wood-veneer dashboard. We're looking to sell it to the right collector – someone with enough room to show it!'

Peugeot 205 Le Mans

Seen for the first time in the UK, this rare 1.9 GTi variant was only available in Sweden. 'It was built in 1992 to celebrate the 905's Le Mans win – just 84 were produced,' said owner Ian Kirkwood of Club Peugeot UK. 'The UK had the 405 Le Mans, other markets had 106s and 306s, and the 205GTi was at the end of its run, but dealers wanted a special version for Sweden.

'It has headlamp washers, German-made plastic inner wings with rally-style mudflaps, a wooden steering wheel and gearknob, and a Hella, rather than Peugeot, tailblazer. It also had an optional underbonnet heater for warming the engine before you started it.

'I got it in a very poor state – the back end was completely destroyed by rot – and the restoration's taken four years so far and isn't finished yet. I didn't have time to sort the wiring out before the show – I still haven't driven it!'

Ford Mustang II 302

It's this unusual Mustang's first show appearance, displayed in a half-cleaned, half-barn-find state. 'The Mustang Owners Club GB was saying it never gets any IIs on its stand, so I pointed out I had one that I'd bought from the US four years ago,' said owner Adam Longmore.

'It had belonged to an old guy in California, who liked that yellow colour and had bought a Mercury Capri in the same shade from the same dealership at the same time – I bought that too! But they'd just been sat in his garage side-by-side for 23 years, with boxes piled on their roofs.

'People go on about them being Pintos underneath, but the Mustang II is misunderstood. In its first year, 1974, it only had four-cylinder and V6 engines, but this one is from the last year of production – 1978 – and has a 5.0-litre V8. It may not have lots of horsepower, but it's tunable and handles well. After this show, I will restore it with my grandson.'

Californian barn-find Mustang II 302

ZBR Diavolino

This is possibly the only UK example of what was once the world's smallest production cabriolet. 'They were 250cc two-cylinder cars, with modular engines made of two 125cc Lambretta units mated to a Fiat drivetrain, but the original owner downgraded it to a single 125 so a 16-year-old could drive it in Switzerland,' said dealer Andreas Jefferson. 'It's so light we could lift it up and put it in the back of a Transit van.

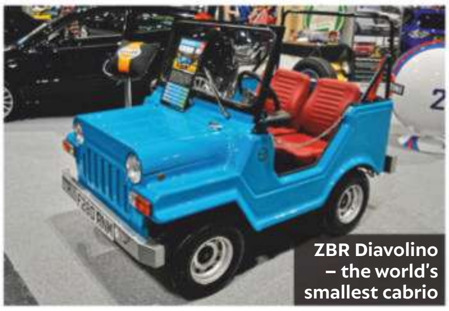
'The name means "Little Devil" in Italian. It was evolved from a Sixties French microcar called a Lawil, but was built by Baroq SA in Moutier, Switzerland. Around 200 were made, and this one was never actually used, having an early chassis number but a late registration – 1989, just before production ended.

'I found it being used as a promotional car, parked outside a Swiss lakeside nightclub. It was actually in a bit of a mess but it's now fully restored and ready to enjoy.'

Opel Vectra Super Tourer

'We were still finishing the restoration last night, applying the stickers!' said owner Cameron McLean of his victorious and brightly-hued Nineties racing Opel. 'It was the car that Mike Briggs used in the 1996 South African Touring Car Championship, before heading to Australia in 1997, but it's from the same run of competition cars that John Cleland raced in the BTCC – it's RML chassis 1207, built in Wellingborough.

'I bought it 12 years ago from Craig Hill, who never got round to racing it. It was well-used, and everything needed attention, but I did all of the work on it myself in my spare time, bar the paint. That said, I took the whole of October as holiday to finish it for this show. I'm still waiting on the Perspex windows to arrive via DHL, then I'll deinitely want to race it in the Super Touring Power motorsport series for genuine Nineties period-correct touring cars.'



ZBR Diavolino – the world's smallest cabrio

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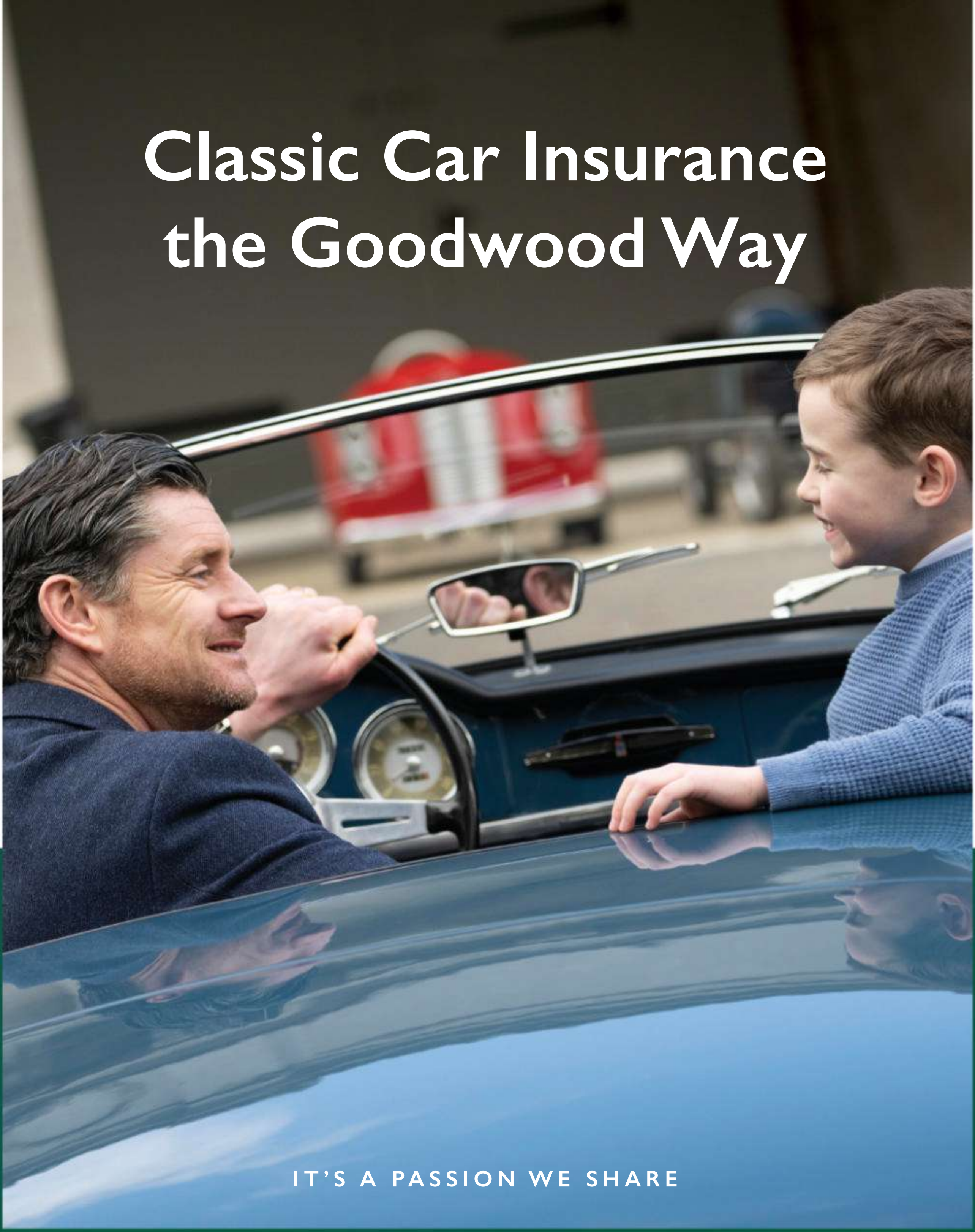
Briggs won at Goldfields in 1996 with this Vectra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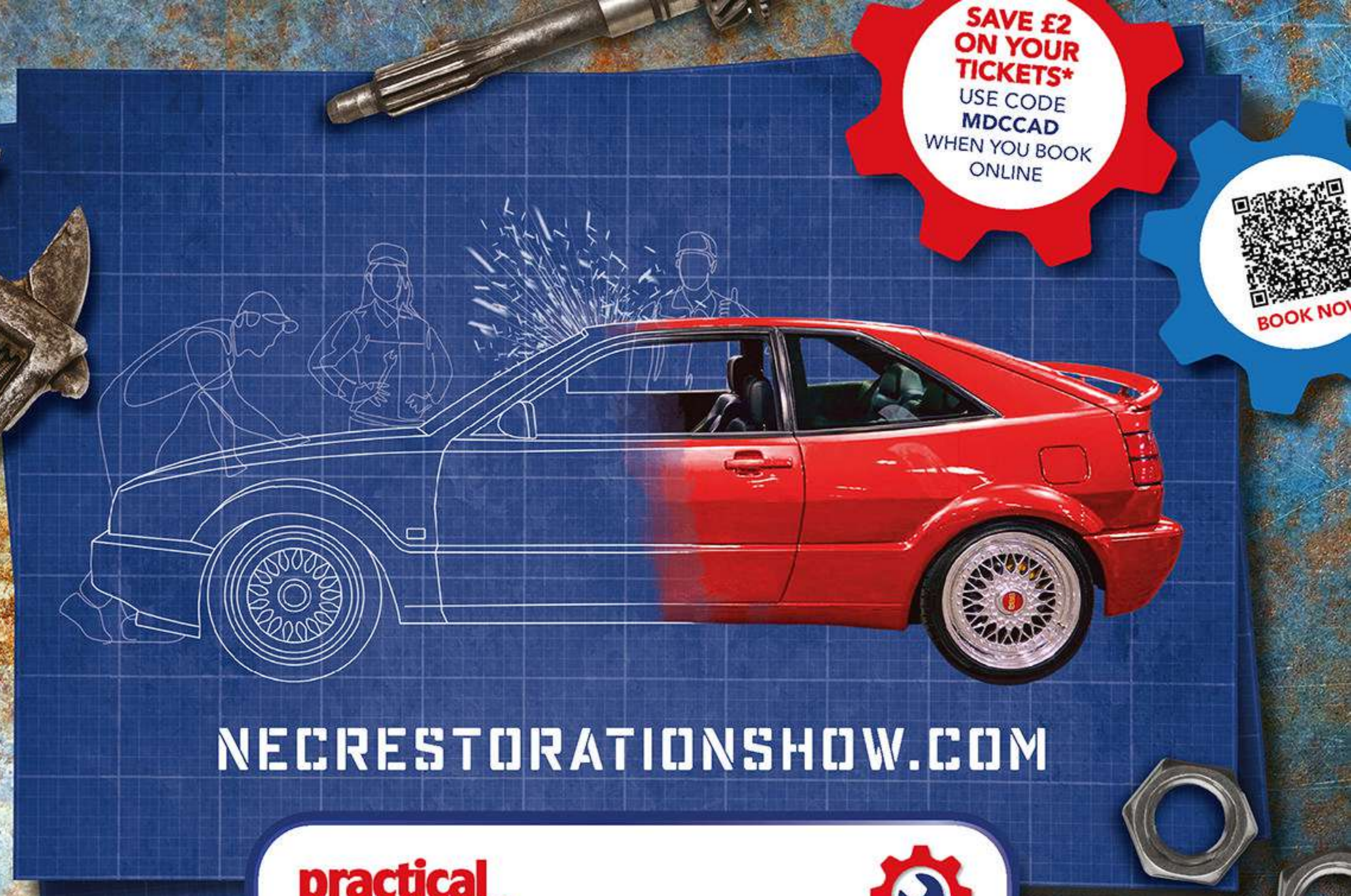
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New rally makes 'RAC' annual

Rally Anglo Caledonian takes Roger Albert Clark concept into an exciting new era

Kept-for-posterity Evo's first-ever outing

Organised by the team behind the biennial Roger Albert Clark rally, the new Rally Anglo Caledonian complemented the established event, set to run on alternate years. Consisting of both English and Scottish legs – which can be contested separately – and incorporating the last round of the Scottish Rally Championship, the scope for entries ranged from Clark's era to the present day. The 134-mile event – 77 miles on the Saturday in and around Carlisle, with a further 58 miles on Sunday – rekindled memories of the Network Q RAC Rally in the era of Burns and McRae. It'll be back again in 2026.

Mitsubishi Evo X

This Mitsubishi Evo, the last to be built for World Championship-level rallying, actually competed for the very first time on the Rally Anglo Caledonian. 'It was built by Heuvel Motorsport, official rally preparer of Mitsubishi Evos in the Netherlands. Rather than competing in it, it retained the car at its factory for posterity when the Evo programme ended,' said Jaap Sinke.

'Back in 2006-2008 I rallied Heuvel Group N Evos, before running a historic rally team, but we fancied tackling the Rally Anglo Caledonian in something turbocharged with four-wheel drive. So I phoned up my old contacts at Heuvel and they said, "Yes, you can have this one!"

'In the Netherlands, we only rally on tarmac, so to prepare for this event we took the car for a shakedown in Finland because the gravel terrain is comparable to the English and Scottish stages.'

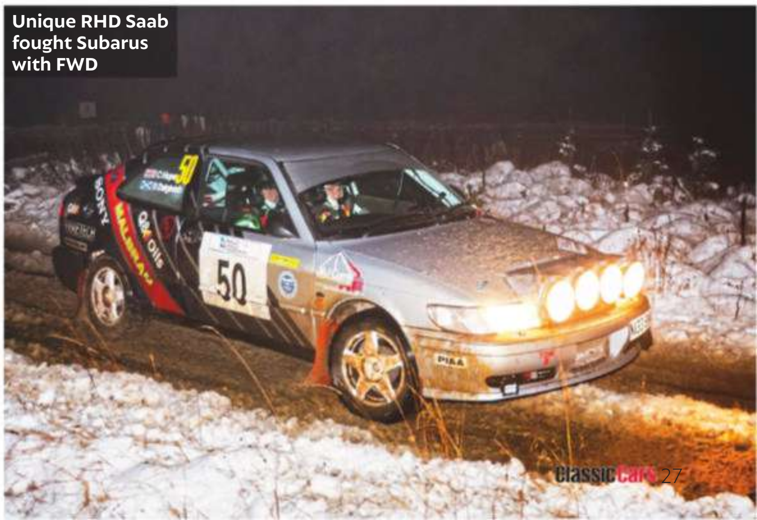
Ford Escort RS1800

Fresh from restoration, this Escort – nicknamed 'Ethel' – is back in the hands of its original driver, Steve Bannister. 'Banner' scored regular national-level wins in the car from 1980-1988, before selling the car in the early Nineties. He tracked it down five years ago, had it restored by Dave Brown at Kartec, and this is its first rally with him since the 1988 York National Forest Rally, which saw him finish second.

'I had a lot of good results in this car over the years, but my favourite wasn't actually a win,' said Bannister. 'In 1987 I finished second only to an MG Metro 6R4 on the Quip Forest Rally, with a total of seven Group B cars behind me.

'It was the last year that Group B cars could be used in British rallying, so to be able to beat them in an eight-year-old, normally-aspirated two-wheel-drive car was my biggest achievement.

Escort once defeated Group B opposition



Unique RHD Saab fought Subarus with FWD

Janspeed Nissan was shopping-trip surprise

'It was in terrible condition when I finally got it back, but I've tried to keep as many original parts as I could. It's running a different specification now – it's an RS1800 but it's got a 2.0-litre engine. Then again, by the end of its career in the Eighties it had a 2.1-litre Cosworth BDA in it. We'll see how we get on – this engine came out of my tarmac car and it's all top-end power, not really torquey enough for gravel. But it's back, and this event will be a shakedown for it.'

Saab 900 Turbo

It's this ex-works car's first historic rally, and its first event in 13 years, 'with the exception of a brief appearance at the North West Stages three years ago, when I smashed the front end off it', said Adam Charlesworth of his Saab 900 Turbo. 'It was built to contest the 1997 RAC Rally, the only right-hand-drive example in a team of three cars. This one was driven by David Wood, the left-hand-drive cars by Per Eklund and Kjell Olofsson. In the end, this was the highest finisher of the three, in 38th place, after Olofsson rolled his and the steering on Eklund's car failed.

'It was at something of a disadvantage though. Despite only having two-wheel drive, it was a Group A car, up against works Imprezas, although it did have an Xtrac sequential gearbox, which was then removed when it was sold off before spending two years in the British Rally Championship.'

Datsun Sunny B310

It's this unusually-historied Datsun's first historic rally, and its first time on forest stages for at least 15 years. 'It was originally rallied by Ralph Lockie, who built it in 1982,' said owner Phil Morton. 'It was originally Lockie's wife's 1.3-litre road car, and he completed the work the weekend that the massive new Metro shopping centre opened in Newcastle. She came back from the Metro Centre to find the car like this, modified for rallying with parts supplied by Janspeed and with official backing from Datsun as a semi-works entry! Lockie contested the *Cars & Car Conversions* Rally Championship with it.' I bought it for the first time in 2000, and ended up selling and buying it back no fewer than four times, including to Ireland and back. The last time I bought it was in 2007, and my son has said he won't let me sell it again!

'Five years ago I restored it, fitting a 2.0-litre Ford Duratec engine. It runs in the open class now, but it hasn't much of a chance against the MkII Escorts on this rally, not least because it's my navigator's first time ever on pace notes this weekend.'

Citroën DS3 R5

Demonstrating the Rally Anglo Caledonian's more modern remit, Alex Vassallo's ex-works Citroën DS3 R5, was taking part in its very first historic event.

'It's chassis 502, one of Citroën's Group R5 WRC-2 prototypes from 2014, for which Citroën works driver Mads Østberg acted as development driver,' said Vassallo. 'Østberg gave it its very first outing, at Rally Hadlund in 2015, finishing second, before Citroën sold it to privateer Victor Danborg.

'He contested the Nordic Rally Championship, before the car then went to Portugal. It was then sent to the USA, where David Higgins used it in the Olympus Rally.'

Sadly the three-time British Rally Champion and the DS3 dropped out with steering rack failure, a problem which has repeatedly recurred for Vassallo on test, although he managed to bring the Citroën home in 15th place. 'Not the best, but at least it wasn't a retirement,' he added.

Early DS3 R5 fettled by Østberg

Classics can help thaw a frosty mood

Events planner

Where to head to warm the winter chills

December

15 Festive Four Wheelers, Bicester Heritage, Oxfordshire
bicesterheritage.co.uk

28 'Twixmas' Almost New Year Great British Car Meet, The Great British Car Journey, Ambergate, Derbyshire
greatbritishcarjourney.com

January

5 January Scramble, Bicester Heritage, Oxfordshire
bicesterheritage.co.uk

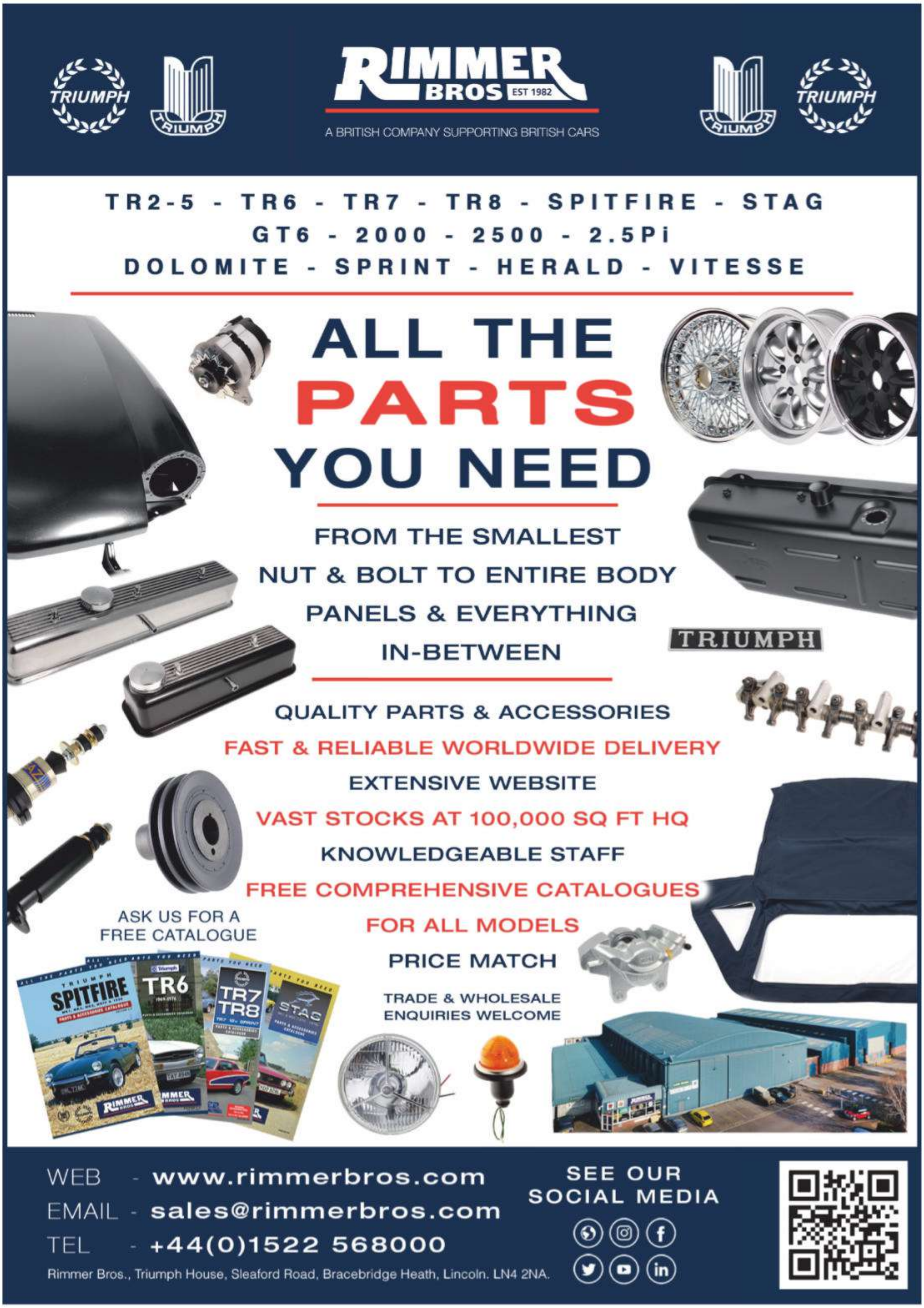
9-12 Autosport International, NEC, Birmingham
autosportinternational.com

16-19 Interclassics Classic Car Show, Maastricht, Netherlands
interclassics.events

29-February 5 Rallye Monte Carlo Historique, Monaco
acm.mc

February

5-9 Rétromobile, Paris, France
retromobile.com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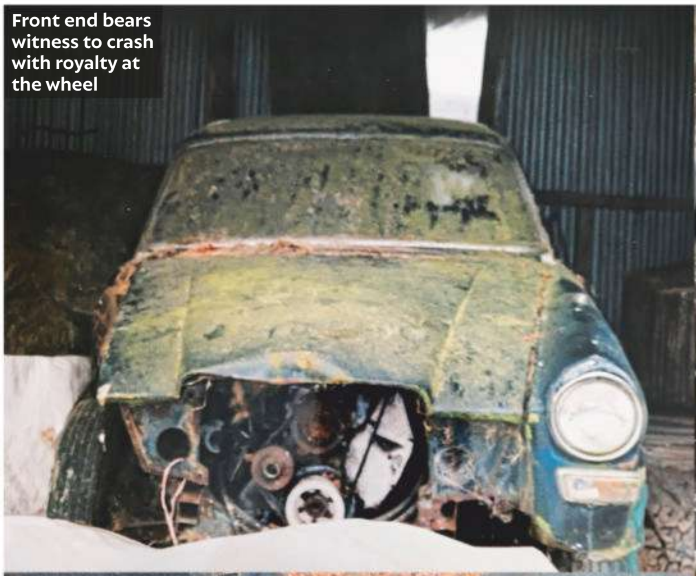
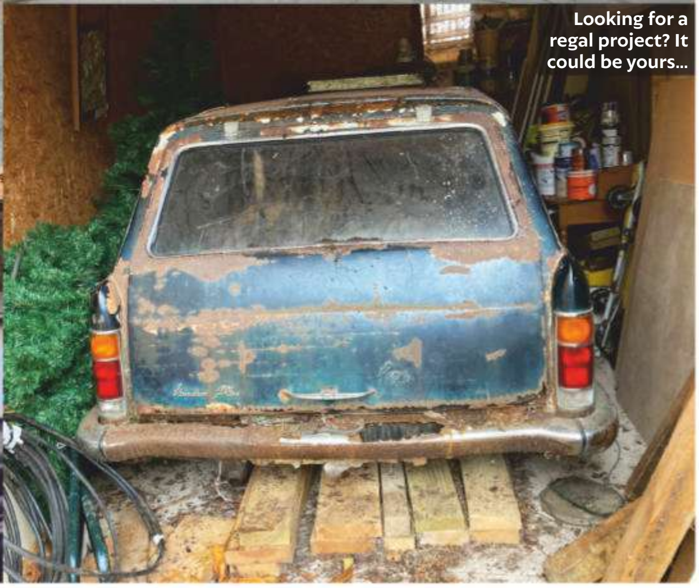


Front end bears witness to crash with royalty at the wheel

Some spares for restoration still stashed inside

Royal VdP set a trend for saloon-estate conversions

As driven by Queen in 1969's *Royal Family* special



Looking for a regal project? It could be yours...

Ex-Royal VdP hidden for 56 years

Not currently fit for a queen (or king), but VdP estate could be majestic once again

Any car with a sniff of Royal ownership acquires a glow, but this remarkable Vanden Plas 4.0-litre R estate car has a much stronger claim to fame. It wasn't just a ceremonial carriage for annual parades, it was Queen Elizabeth II's family transport from 1966-1969. There is video evidence of this, thanks to a brief appearance of the car in a BBC/ITV co-production, simply called *Royal Family*, showing the Royals at home in 1969. Prince Edward is given sweets and allowed to ride in the front, no seatbelt in sight, as he and the Queen head back to Balmoral from the village shop for a loch-side barbecue.

In addition to this clip, which appears on YouTube, a member of the Vanden Plas Owners Club was able to enquire about the car's antecedence in 2002 and received a reply from the Royal Archives confirming it had been delivered to the Royal Mews on 1 June 1966. It was the second VdP Princess ordered by the Royals; a 3.0-litre Farina-type was in use from 1963-1966, also bodied as an estate.

It seems the Queen was ahead of her time. While only one Countryman estate was produced by Vanden Plas, the result was so good-looking and practical, that several customers had their saloons converted by coachbuilder Harold Radford. So, what happened to the car when it left the Royal household? Jane Waine, who has known the car since she was ten years old in 1969, explains.

'It was crashed by one of the Royals; the rumour was that Prince Philip was at the wheel. It damaged the front of the car and one wing, and the decision was made to write the car off and return it to the trade. My father saw it for sale and bought it, because he often did up damaged cars in his spare time. But despite getting hold of the parts – which are still inside the car – he never completed much work on it. He had a bad heart and died aged 60, which is 40 years ago. We've kept the car since.'

The ex-Royal VdP has followed the family through house moves to Bridgnorth, where it's lived since 1999. Enquiries with the VdP club more than 20 years ago confirmed both the chassis number and history but the means and opportunity to begin the restoration never arrived. Now, Jane feels anything is better than letting the car deteriorate further and the family is open to ideas. Any enquiries emailed to *classic.cars@bauermedia.co.uk* will be forwarded.

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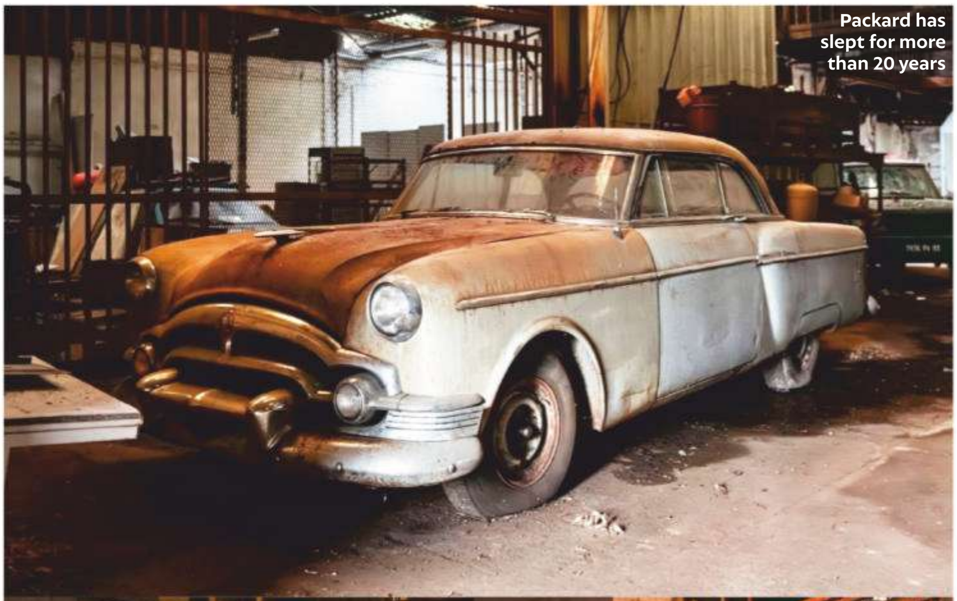
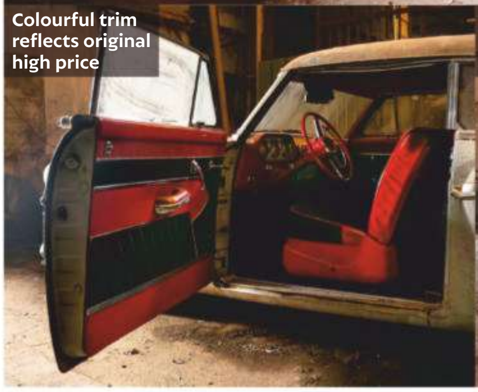
Politico's Packard

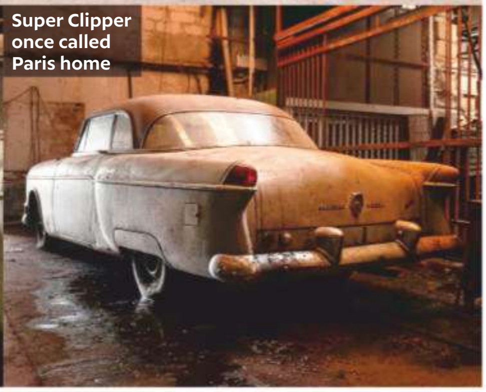
This 1954 Packard Super Clipper Panama Hardtop Coupé has been languishing in a French workshop shed for the past 20-plus years, accompanied by a 1951 Packard saloon, plus a 1958 Mercedes diesel and a Seventies Range Rover. The first three of these cars emerged at Osenat's Lyon sale in November, attracting little interest among smarter French-built competition. Estimated at €3000-€5000, the Coupé sold for €6600 (£5506), the saloon for €1680 (£1401) on an estimate of €1000-€2000 and the Mercedes for €480 (£400) on an estimate of €200-€300.

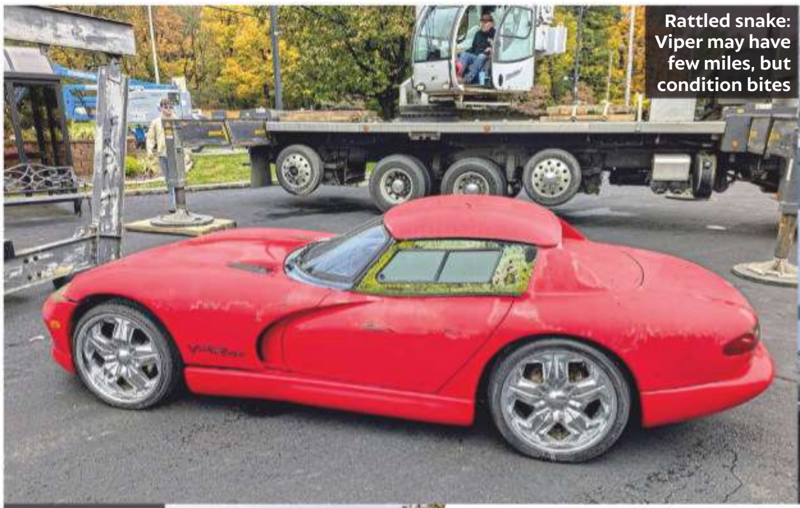
Wipe the dust from the Panama Coupé and it's possible to find the original Sahara Sand paint, with a black roof. The interior, a special feature of the higher-priced Panama, is a riot of black and red paint and dark broadcloth with scarlet leatherette, in excellent condition. When new, this car was used as a Parisian runabout by Ramón Víctor Caballero y Díaz de Bedoya, son of former Paraguayan president Bernardino Caballero Melgarejo. Ramón Victor was a politician and diplomat, and the Permanent Delegate to UNESCO, the United Nations Educational, Scientific and Cultural Organization. He remained in Paris until his death in 1979 at 99. The Packard bears his name and former address on a plaque.

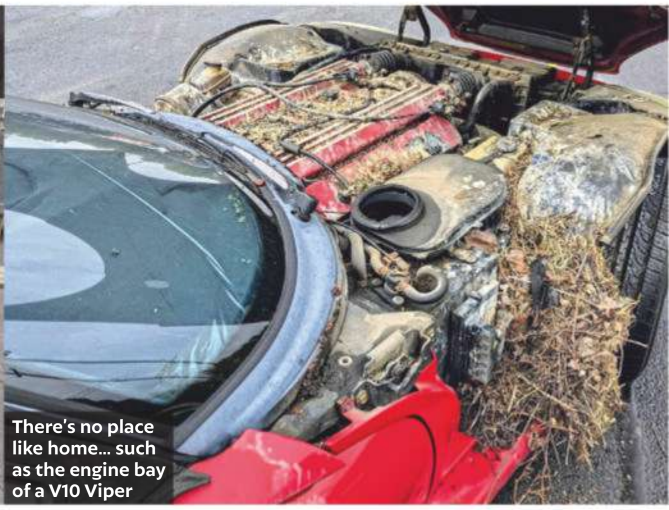
Packard still relied on sidevalve straight-eight engines in 1954, the first V8s arriving a year later. The Super Clipper had a 327ci (5.4-litre) version with 165bhp, blunted here by a two-speed Ultramatic transmission. Nonetheless, these were high quality and durable cars, and both the coupé and saloon seem eminently restorable.

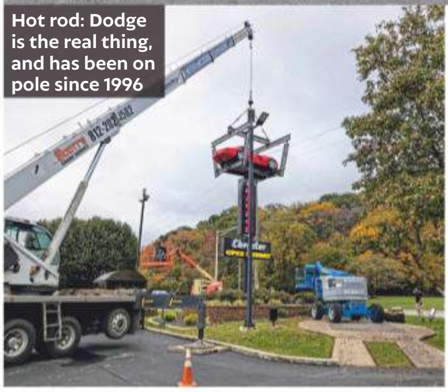

Packard has slept for more than 20 years


Colourful trim reflects original high price


Super Clipper once called Paris home


Rattled snake: Viper may have few miles, but condition bites


There's no place like home... such as the engine bay of a V10 Viper


Hot rod: Dodge is the real thing, and has been on pole since 1996

Low-mileage Dodge Viper R/T is hidden in plain flight

Most passers-by in Henderson, Kentucky assumed the red sports car on the pole outside Audubon Chrysler was a dummy, or at least a car body with the engine and interior removed. Not so. A recent crane-lift to move the car back to earth for its first spruce-up in a couple of decades was caught by passer-by Jacob Schreiber. He learned the car was the real thing and had been there since new – it was bought by the dealer principle in May 1996 to display and has just 12 miles on the clock.

There was some one-upmanship with a local Chevrolet dealer that installed a Corvette on a pole, so Audubon Chrysler went all in and elevated the $60,000 Viper R/T. The headlamps and tail lights run from 110V mains power, but otherwise the car is untouched... except by nature. The engine bay was packed with nesting materials, and there was extensive paint damage. The first-gen Viper was a pretty basic machine, with side-screens rather than proper windows, and these were green with lichen. The aftermarket alloy wheels were fitted at the last clean-up. By the time this issue is in print, the V10 Dodge should be back on its perch, smarter and back on its factory three-spokes.

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From AMG to Bristol, we pick the best of breed

PLUS Story of a Citroën 2CV, from new to now • Reader dreams of Lotus Elan Sprint drive; we oblige • **Returning a Nissan Skyline to original race spec** • Ford GT reassessed as a modern classic • **Range Rover P38 buying de-risked** • Price Guide Quarterly update

Contents may change but will still be great

Top 51 Design Classics

LETTER OF THE MONTH I'm sure that you will have had many letters from your readers starting with '...there is one glaring omission...' (Top 50 Design Classics, January 2025), so here is one more for your inbox!

You rightfully include the brilliant Lotus Elan for its engineering innovations, but the real star from Lotus, in my view as an owner, is the +2 model that it spawned five years later. An achingly beautiful car from any angle, it was a serious rival to Jaguar's E-type, whose performance it would match up to three figure speeds in final S130 guise.
Mike Pim-Keirle

Too many Italians? Too few!

I know there will be complaints about the number of Italian designs in your Top 50 Design Classics but you need to add one more – the Fiat Coupé (1993-2000). The slashed flanks, clamshell bonnet and double-bubble headlight covers are still startling; and the body-colour dash strip remains a key Fiat styling cue. And who can resist those Ferrari-esque tail lights?
Steve Reed

Lusso in your Top 50, really?

There it is again (Top 50 Design Classics), another eulogy to the Ferrari 250GT Lusso. While it's not a terrible-looking car, the amount of gushing praise this design attracts defies belief.

Compared to the taut perfection of the 250GT SWB that you did include, and the voluptuous 250GTO that you inexplicably omitted, it looks heavy-handed. It's bad enough it appears over-bodied, but those clumsy front bumperettes and gaping grille bear awkward resemblance to the business end of a manta ray.
Ray Walker

The wrong Mercedes

Two Mercedes in your Top 50 Design Classics, but not the right ones! What about the W111/112 coupé? This was Friedrich Geiger's masterclass in understated elegance, wisely losing the then-fashionable rear fins of the saloon and finishing the roofline with the most perfectly drawn C-pillars. Bruno Sacco's C126 would successfully update the concept for the Eighties, but after that...
Martin Woodhall

Working horses

Following on from the fascinating Ford Motorsport Granada restoration story (Epic Restoration, December 2024), here is a contemporary picture of a Mercedes-Benz used as a team workhorse by the all-conquering Raleigh cycle racing team during the same era.

This car has survived, and as I recall, it still has the period interior, complete with telephone, and is, I believe, in the ownership of a Dutch enthusiast.
Eric Kwiatkowski

Campagnolo
RALEIGH

Battle for the 1957 Mille Miglia

The Ferrari 335S which finished second in the 1957 Mille Miglia (Blenheim Beauties, December 2024) was driven by von Trips, not Fangio. The car led early on but was passed by Collins and Taruffi. Collins led until he retired with transmission failure. Taruffi inherited the lead but also had transmission trouble, and was caught by von Trips. Having started three minutes after von Trips, Taruffi would win if he could stay in front of, or less than three minutes behind, von Trips. Von Trips overtook Taruffi but was re-passed. They were together at the finish with Taruffi in front, retaining the three minutes lead.
Neil Hanson

Sacred names

Alex Riley took a poke at Ford for exhuming the Capri name for its new crossover (The Insiders, January 2025) but the name had already been recycled for its Cortina-based coupé of 1969. And before the earlier Consul Classic-based Capri coupé it had also appeared in 1952 on a Lincoln saloon. That was also available as a coupé, but long before Ford's 2024 re-use, Capri had a lot of stretch in what it stood for. And let's not forget the Mercury Capri cousin to the Fox-bodied Eighties Mustang, or the little two-seat SA30 roadster that Australia got.
Dan Scott

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WISHING YOU A MERRY CHRISTMAS
AND A VERY HAPPY NEW YEAR!

QUENTIN WILLSON

Quentin Willson had a 10-year stint presenting the BBC's *Top Gear*, has bought and sold countless cars and has cemented a reputation as everyone's favourite motoring pundit.

Something vital was lost from our culture when the Sunday ritual of car maintenance and advertising of miracle-cure accessories was abandoned

Those of a certain age will remember a time when tinkering with your car was a social norm. A Sunday afternoon giving the Cortina or Viva a once-over was for many a pleasurable ritual. A masculine rite of passage, fathers taught their sons car maintenance with workshop manuals and tyre pressure gauges exchanged at birthday and Christmas. A British weekend saw millions of suburban bonnets raised for oil, brake fluid, antifreeze and tyres to be diligently checked. We did this mostly because we didn't want to die. Cars back then drank oil and water like dipsomaniacs and wore out crossplies and brake shoes like carthorses.

We forget how unreliable and rusty those mass-market motors really were, and the constant fiddling required to keep them running smoothly and safely. Show a grease gun or feeler gauge to most of today's young motor technicians and they laugh at how basic Sixties and Seventies motor engineering must have been. But a huge industry blossomed around car maintenance and the motor mags were thick with adverts for upper cylinder lubricant, radiator leak stop, octane enhancers and half-a-hundred other snake oils. Real men used brake bleeder tubes, torque wrenches and compression-testing kits. Brown-coated experts and contemporary rally drivers were pictured in magazines endorsing everything from tyres to oils, and nobody cared about the motoring industry's impossibly untrue claims. A leather and alloy rally steering wheel meant you really would steer round bends faster. Seriously.

Car accessories became big business. Fog lights, pass lights, reversing lights, parking lights, wind deflectors, badge bars, chrome exhaust trims, oil pressure gauges and ammeters promised to make your car safer and more reliable. And if you really fancied looking like a hardcore car man there were rally jackets, driving gloves, glasses and shoes, and stopwatch chronometers to time your Corsair's – glacial – zero to 60mph sprint. The Sixties and Seventies may have been a less complicated time but reading these old adverts you wonder how we were so taken in by so much twinkly tosh – and how the advertisers got away with it.

Crazed copywriters churned out furlongs of flannel, 'Go well, go Shell,' 'Esso puts a tiger in your tank,' 'Aim for a good start with Lucas batteries,' 'National Benzole – better for startability,' 'Esso Golden – you feel you're driving a better car,' 'There's nothing better than Super National when the night is young,' or – bristling with innuendo – 'Do you have tight nuts or a rusty tool? Then use WD40 in the mansize pressure pack.' But Pirelli's Cinturato tyres press ad in 1970 is my all-time favourite. Under a picture of an amply-bosomed girl on a bike, the strapline ran, 'There are many hazards facing Italian drivers. Two in particular stand out.' We were innocent and impressionable. Advertisers knew that we loved our cars.

But it's a different world now and most from Gen-Z onwards wouldn't know a camshaft from a crankshaft – if they drive at all. Cars are safer, more reliable and longer-lasting, and tinkering is now something you do because you want to, not because you have to. But occasionally it's good to leaf through that grainy black and white world of motor mag ads to glimpse a lovelier time when everything was safe, solid and predictable. A time when car enthusiasts bought plastic, chequered flag patterned covers for the fog lights on their Ford Capris. I know I did.

> **'These old adverts make you wonder how we were so taken in by so much twinkly tosh'**

Quentin Willson

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ALEX RILEY

Alex landed his first television job in 1998, working behind the scenes on *Top Gear*. He's made several classic car TV series since, and currently writes and presents *The Car Years* on ITV4.

PHOTO: JOHN LAKEY

I'm baffled why the motor industry has a blind spot over the indisputable appeal of shooting brakes. They're better looking than the cars they're based on

In the December issue of *Classic Cars*, I wrote a feature about the TR7 Tracer – a one-off 2+2 estate commissioned by Page Motors of Surrey – and it got me thinking about the appeal of shooting brakes.

Not only do they offer more space, the elongated roofline and almost upright rear-end usually improves the looks of the car it's based on. Just look at the Lynx Eventer, a Jaguar XJ-S shooting brake conversion. I've never met anyone who doesn't like it.

Which makes it all the more surprising that more mainstream car makers haven't embraced the shooting brake. In my opinion, the Scimitar GTE really should have inspired many more imitators than it actually did.

The Lotus Elite is probably my favourite, but I do find the Jensen GT rather appealing too. Based on the Jensen Healey roadster, it was a last-ditch attempt to broaden the roadster's appeal and compensate for falling Interceptor sales. Dropping the Healey name distanced it from the roadster, a move that apparently rather irritated the Healey family. Jensen managed to squeeze in back seats and the interior got an upmarket makeover with more luxurious interior trim in leather or corduroy and a much nicer walnut veneer dashboard. It was only on sale for nine months before the company went bust, but more than 500 were sold, proving what a good idea it was.

‘Pininfarina was evangelical about shooting brakes, but no-one was paying attention’

Alessandro de Tomaso was seen as a genius at spotting market opportunities, but I reckon he missed a trick by not making a Maserati Biturbo shooting brake, something truly different no mainstream rival could match.

Pininfarina was evangelical about shooting brakes but no-one was paying attention. At the 1971 Paris show the company presented the very handsome Peugeot 504 Break Riviera, based on the shortened platform of the coupé. Since Pininfarina already built the 504 Coupé and Convertible, another derivative wouldn't have been much of a stretch. Sadly, Peugeot wasn't interested.

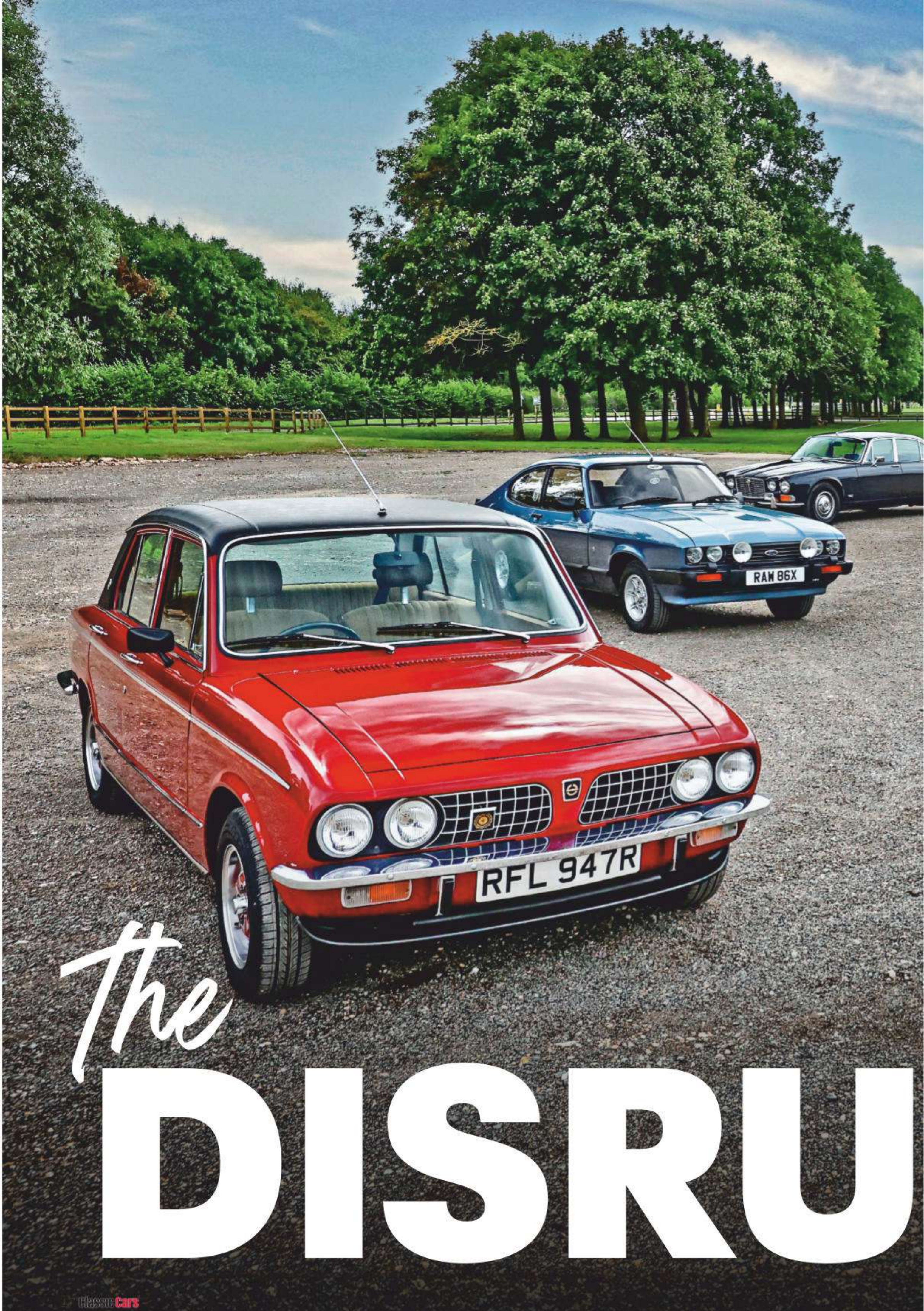
It had another go in 1974, with the Pininfarina 130 Maremma, based on the gorgeous Fiat 130 Coupé. The interior was upgraded with check inserts and the wide B-pillar covered in ribbed chrome. Fiat had already lost interest in the 130 but Fiat boss Gianni Agnelli – a man of great taste – used a prototype as his personal car until 1978.

Pininfarina tried one more time in 1982 with the Lancia Gamma Olgiata. Based on the Gamma coupé and featuring a roof spoiler, it was predictably gorgeous, but as Lancia already had a similar model with the Beta HPE, the Pininfarina's arresting concept was ignored.

Even if car makers couldn't see the appeal, enthusiasts could, and various companies have catered to the demand. Artz did attractive conversions on Porsche 924s and 928s, as well as Audi Quattros and a rather less successful transformation on the VW Scirocco, which it named Sciwago (Scirocco Station Wagon). There have also been several one-offs on Ferrari chassis over the years too. My favourite is the 365GT4 2+2 Croisette designed by Michelotti and built by Panther Westwinds, which looks sensational from the side, if a bit awkward from the rear three-quarter. It's currently for sale with OTS and Co, if you're interested.

Enthusiasts have also dabbled. A few years ago I met a chap at a concours event who'd converted his Lotus Elan +2 into a shooting brake with the help of Paul Matty and Shapecraft, which used to build special-bodied Elans in the Sixties. The final result was superb, and meant he could now take his wife, daughter and the family dog out with him. This proves once again the brilliance of the shooting brake, not that anyone's listening.

Alex Riley



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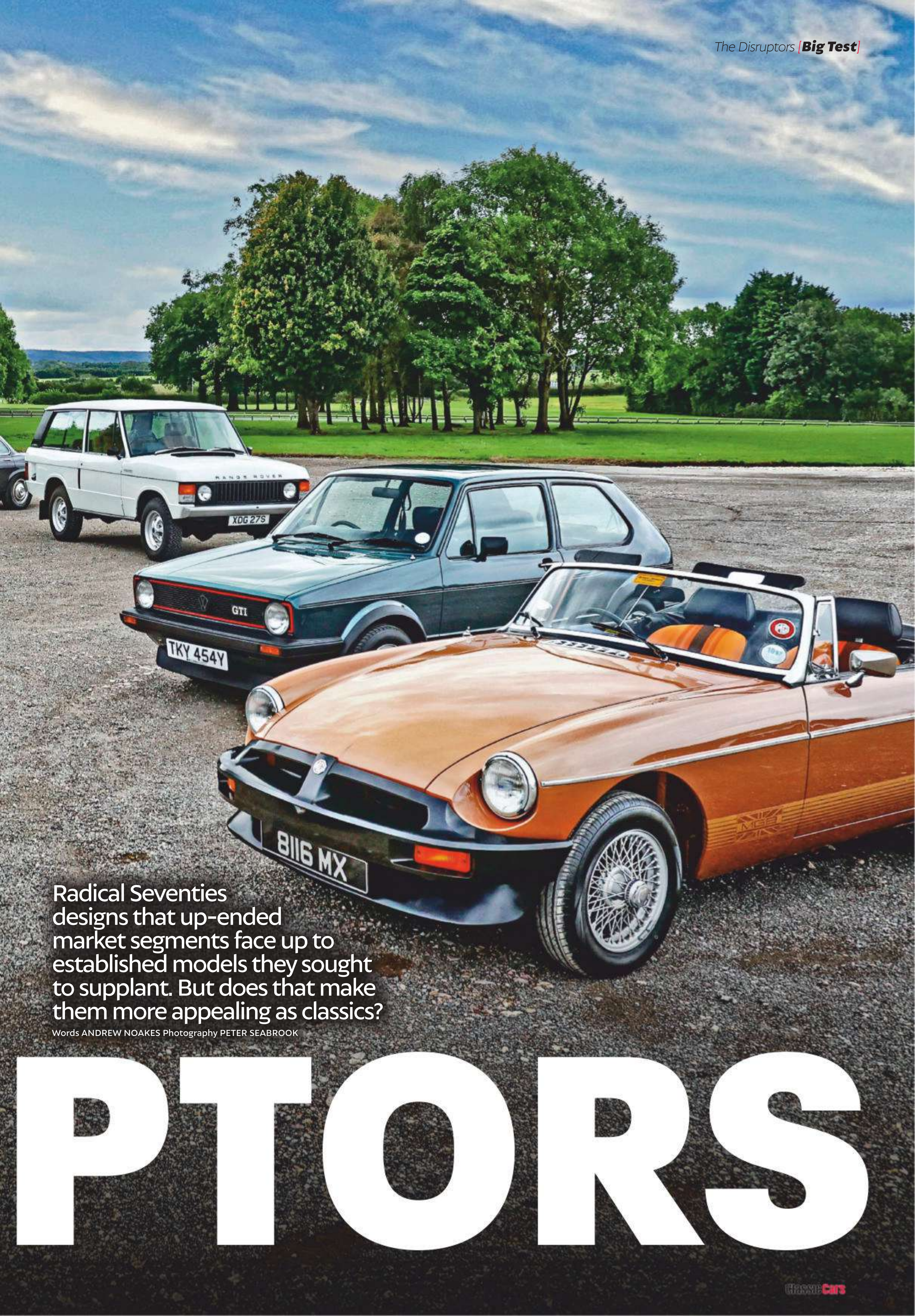


Radical Seventies designs that up-ended market segments face up to established models they sought to supplant. But does that make them more appealing as classics?

Words ANDREW NOAKES Photography PETER SEABROOK

PTORS

Incremental improvements can only take you so far. Now and then what progress demands is a quantum leap that upsets accepted ideas, a revolution that challenges everything in the name of innovation. It doesn't always work, but the Range Rover, Triumph Dolomite Sprint and Volkswagen Golf GTI all challenged the automotive status quo and made the Jaguar XJ6, MGB and Ford Capri look like yesterday's cars almost overnight. They, and the cars that followed in their wheel tracks, changed the automotive market forever.

In the Seventies, these disruptors represented a bold vision of the future, but five decades on does that make them more exciting as classic buys? Have the more traditional cars they replaced stood the test of time as well, or better? Let's hit the road and find out.

The Range Rover towers over the **Jaguar XJ6**, but then most things do. The Jaguar is four inches lower than a contemporary Mercedes, a full eight inches lower than a Rover P5 saloon. Sir William Lyons' last major project before his retirement from Jaguar in 1972 was one of his finest designs. Where the 420G was bloated in its forms and fussy in its detailing, the XJ was taut, lithe, timeless and extraordinarily elegant.

It's a long car, almost 16ft, but most of that seems to go into the engine bay – sized to take Jaguar's V12, then under development – and the extended tail that gives the body its balanced shape. Not much of the Jaguar is cabin: inside it's snug rather than spacious, and rear seat leg room is so constrained that Jaguar offered a long-wheelbase body as an option from 1972, which later became standard. Inside there are comfortable, supportive seats and a classic mixture of leather, chrome and real wood.

Hairline cracks in the dashboard veneer varnish witness that this is the factory finish, untouched after more than 50 years like so much of the rest of this remarkably original example. There's a comprehensive array of white-on-black Smiths instruments, with four minor gauges flanking the clock in the centre, above a row of rocker switches. Directly in front of the driver sits a group of warning lights, either side of which sit a 140mph speedo and a matching tacho with a red zone between 5000 and 5500rpm.

While the 2.8-litre XK was underpowered and became famous for coking up when driven gently then grenading when extended, the 4.2-litre version in this car is both more durable and more powerful. It delivers a smooth wave of torque that means the XJ has no trouble keeping up with modern traffic. The tall transmission selector – most XJ6s were autos – slides easily along its straight-line gate, and the auto 'box slurs unobtrusively between ratios, but there are only three to choose from so high-speed cruising is busier than long-distance executives may like.

The big wheel with its US-style horn ring swivels with only the mildest effort. The steering is precise enough to make placing the XJ simple, and there's enough feel through the slender rim for the driver to have confidence in what the front wheels are doing. Kickback is entirely absent, underlining this is a car that matches urbane looks with effortless driving experience.

Two sides of the executive express coin

Leather and wood part of Jaguar charm

Handsome 4.2-litre XK six powers Jaguar

> ‘The XJ flows along the road, isolating its occupants with breathtaking aplomb’

Show the Jaguar a twisty road and it surges forward between the bends before tireless all-disc brakes haul the speed down. Roll is well-controlled, and the ultimate limit of grip is high, yet there’s enough compliance to deal with any imperfection in the tarmac. As a result, the XJ flows along the road, isolating its occupants from shocks and noise with aplomb that is breathtaking today, and must have been quite amazing in 1968.

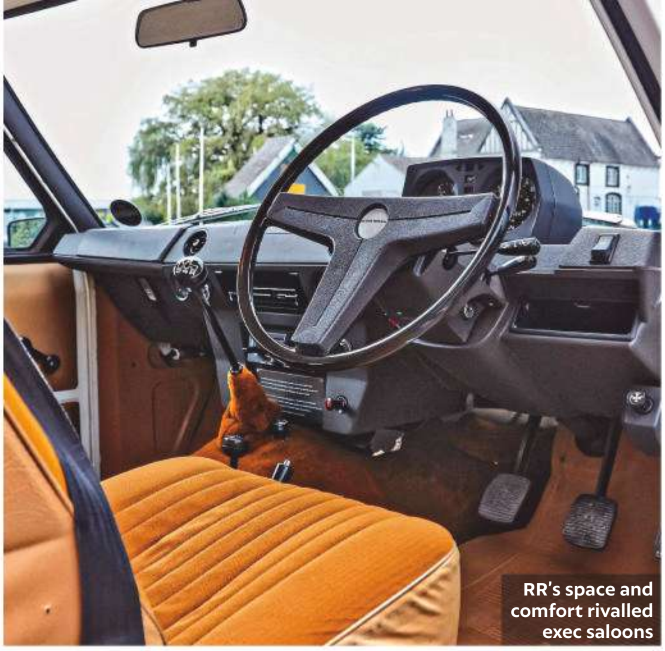
Parts availability for Series 1 Jaguar XJs varies, with mechanical components relatively easy to source but body and trim parts rarer. The engines and transmissions are pretty tough, but a rattling timing chain needs attention to avoid catastrophic failure. Oil pressure is often low at idle when the engine is hot but should build to 40psi when revving. Rusty wheelarches, bonnets, inner wings and sills are common. The leather and wood interior is a major part of the car’s appeal and a full retrim could easily cost more than the car is worth, because values remain relatively low. Project cars can be £2000 or even less, while good examples start around £5000 and even the very best low milers rarely make more than £20,000. Series 2 (1973-79) and Series 3 (1979-92) cars are generally worth less.

Owning a Jaguar XJ6

‘I’ve loved Jags ever since I could say “Jaguar,”’ says Sam Werth. ‘This 4.2 was the first car I bought for myself. I wanted a Series 1 – I don’t like the shallow grille on the later Series 2 – and I wanted a car that needed work doing. This had been off the road for nearly 20 years. It required some welding and the running engine had a good going over by Winspeed. It amazed me how easy to drive, quick, and comfortable it was. I used it as my daily for a year. The water pump started spewing and you can’t get them, but it was rebuilt by P&O Motors. The brake calipers stuck and the master cylinder failed. The auto choke is still unreliable. However, generally, Jags are well catered for by SNG Barratt and others. The engine and suspension was used for years. It’s only some Series 1-specific parts like the exhaust downpipe that are difficult to find.’

1972 Jaguar XJ6 4.2

Engine 4235cc in-line six-cylinder, dohc, two SU HD8 carburettors **Power and torque** 245bhp @ 5400rpm; 283lb ft @ 3750rpm **Transmission** Four-speed manual or Borg-Warner three-speed automatic, rear-wheel drive **Steering** Rack-and-pinion, power-assisted **Suspension** Front: double wishbones, coil springs, telescopic dampers, anti-roll bar. Rear: transverse links, trailing arms, double coil springs, double telescopic dampers **Brakes** Front and rear: discs, servo-assisted **Performance** Top speed: 124mph; 0-60mph: 9sec **Weight** 1562kg (3444lb) **Fuel consumption** 17mpg **Cost new** £3071 (1972) ***Classic Cars* Price Guide** £3750–£15,500



RR's space and comfort rivalled exec saloons

Alloy V8 gives RR smooth, reliable power

Crossover appeal before it was a thing

By the time the XJ6 first appeared, pre-production examples of the Range Rover were being built, with 'Velar' badges to keep their identity a secret until the launch in 1970. The concept, evolved from the earlier Road Rover, was revolutionary. It was a four-wheel-drive vehicle that had Land Rover off-road capability, space for five and a practical estate car body with a split tailgate. That was combined with road car drivability and handsome looks that worked in every setting.

Climb into the cabin and you're greeted by an interior that is far more comfortably appointed than any Land Rover of the time, but there are no traditional materials here. Instead, the trim is resolutely modern following a trend Rover began with the P6 and would continue in the wood-free first-generation SD1. Rubber mats cover the floor allowing mud to be hosed out, although fitted carpet was an option. Wipe-clean PVC seats were standard too, though the first owner of this car wisely plumped for the optional bri-nylon seat facings. Grained plastic mouldings are used for the dashboard, with the main instruments in a neat pod on top.

The long wand of a gearlever sprouts from the transmission tunnel, and beside it there's a pull-knob vacuum control to lock the centre differential. Four-wheel drive is permanently engaged, unlike in a Series Land Rover. Further back, a shorter lever selects high and low range in the two-speed transfer box, providing a second low range set of gears for off-road use.

Power comes from Rover's evergreen 3.5-litre all-alloy V8, in low-compression form with twin Stromberg carbs, which burbles pleasantly away up front. Brisk acceleration needs plenty of work with that unwieldy gear lever – automatic transmission wouldn't be an option until 1982 – but third or fourth gear and a wave of V8 torque are mostly all you need. On road or off it, the commanding driving position gives an immense sense of confidence and lofty superiority, and the soft, long-travel coil springs provide a measured ride whatever the surface, at the expense of some roll in corners.

It was a very different car from a Jaguar, and yet there was plenty of crossover in the appeal of both machines. Each was a premium product with a strong image. Both offered silken-like multi-cylinder engines, comfortable interiors and a smooth ride. The XJ was swifter, surer-footed in the corners and quieter when cruising. It also looked like the kind of car people expected a company director to be seen in, and that counted for a lot.

But the Range Rover offered a driving position that gave safety advantages and an innate feeling of confidence. Classless looks avoided what some saw as the ostentatiousness of a Jaguar-like car. Four-wheel drive meant it was at home in muddy lanes or stable yards, and unfazed by floods. With V8 power it proved to be a terrific car for towing horse boxes, boats and caravans.

The first-generation Range Rover continued in production up to 1996, and while they can still be useful tools today, prices have risen to the point where good, early ones are now unlikely to do anything more challenging than gentle green-laning.

‘The Range Rover appeals for its all-round ability and its everyman aesthetics’

Project cars are £5000 and good examples start around £15,000, up to £50,000 for concours-standard machines. Early two-doors tend to be worth more than the four-doors. Outer panels – except the tailgate – are aluminium alloy but inner panels are steel, and they rust. Early cars are largely bolted together making repairs easier than those from the mid-Eighties onwards, which were welded. The steel chassis can rot, particularly the rear crossmember. Later cars are prone to electrical and air suspension faults. The engines are reliable with regular maintenance, and use coolant suitable for alloy engines, changed regularly so the corrosion inhibitors remain effective. Clattery units tend to need a top-end overhaul. The early LT95 four-speed gearbox was always noisy but beware of weak synchromesh, also on later LT77 five-speed units. Mechanical parts are readily available, but trim for early cars can be hard to find.

Back in the Seventies the same buyers might have been tempted by the XJ6 and the Range Rover, but these days the luxury SUV is displacing premium saloons. Here, the Jaguar is about stylish looks, performance and refinement, while the Range Rover appeals for its all-round ability and everyman aesthetics. Both brim with character.

Owning a Range Rover

‘I’m into Land Rovers,’ says Range Rover owner Richard Hughes. ‘I should have got a classic Range Rover years ago when they were affordable. I saw this on eBay. The originality attracted me, it was low mileage, one family from new. I sent the ad to a friend who has a garage, phoned him and he said, “I don’t know why you’re sat at home talking to me, you should be on your way there.” I Waxoyled it when I got it and I do use it, not a huge amount, and I do enjoy it. I like the driving position, being high up. Saloons are too impractical really. I annoy my wife when I’m driving it saying, “Isn’t this fantastic!” It’s just needed servicing. Mechanical spares are fairly easy. Trim is the difficult bit. Land Rover Classic and others are doing it now, but all the interior trim is really expensive. If the seats got ripped that would be a problem.’

1978 Range Rover

Engine 3528cc V8, ohv, two Zenith Stromberg CD2 carburettors **Power and torque** 135bhp @ 4750rpm; 205lb ft @ 3000rpm **Transmission** Four-speed manual, four-wheel drive **Steering** Power assisted Burman recirculating ball **Suspension** Front: live axle, coil springs, radius arms, Panhard rod, telescopic dampers. Rear: live axle, coil springs, radius arms, A-bracket, telescopic dampers **Brakes** Front and rear: discs, servo-assisted **Performance** Top speed: 91mph; 0-60mph: 14sec **Weight** 1760kg (3880lb) **Fuel consumption** 17mpg **Cost new** £2399 (1972) ***Classic Cars* Price Guide** £13,000-£34,000

Bronze age – era of sports cars at risk in Seventies

In its day the **MGB** was the world's best-selling sports car, but by the Seventies it was long in the tooth and vulnerable to attack by rivals. Not just by other open roadsters, but also fast, well-developed sporting saloons such as the Triumph Dolomite Sprint.

When it arrived in 1962, the MGB was a mixture of ancient and modern. The all-new styling with its straight-through wing line and full-width grille were very much on trend, and as with its smaller stablemate the Midget, there was a monocoque structure which made the separate-chassis Triumph TRs look positively archaic. But the MGB's running gear was largely carried over from its predecessor, the MGA, which meant the little sports car's rear end persisted with an old-fashioned leaf-sprung live axle. The B-series engine up front, meanwhile, could trace its lineage back to the Forties or even earlier.

The engine was expanded to 1.8-litres for the MGB. It fires up with a familiar thrum and pulls lustily at virtually any engine speed above idle, making the B as easy to drive as you could wish for. Even if you rev it to the orange warning zone on the tacho at 5750rpm it isn't all that fast and wasn't even by the standards of 1980 when this one – a run-out (LE) model – was made. But it pulls with enough vigour to make threading it down a country lane a satisfying experience, revelling in the straight-legged sports car driving position and the view out through the shallow screen, over the flat bonnet and curved front wings. Overdrive, operated electrically by a switch on the gear knob, is a welcome bonus that adds to the driving experience as well as doing its primary job of calming high-speed cruising.

Abingdon gave the MGB its big revamp in 1974, the last major change to the model before production ended in 1980. On the plus side there were bright new interior trim fabrics with eye-catching stripes, and a new dashboard with smaller instruments carrying modern graphics. A four-spoke steering wheel was introduced which was safer than the old alloy-spoke item in a crash, though few thought it an aesthetic improvement.

The same could be said of the controversial rubber – actually polyurethane – bumpers. They were demanded by US legislation that is often touted as 'safety related,' though in reality, it was aimed at reducing insurance costs. The car had to be able to withstand a 5mph impact to front or rear without damage to any safety-related system such as the lights. Ride height was also increased by modifying the front crossmember and using longer rear spring hangers, to bring the bumpers up to a new regulation level, but it also had the side-effect of raising the car's centre of gravity. As a result, these later MGBs don't have quite the road-hugging sports car feel of earlier versions, but they're not the floppy horrors you might expect. In fact, this late, low-mileage example feels firm and sure-footed on the road, and with the top down it still adds a dose of fun to every journey.

More legislation in the US – by far MG's biggest export market – had been expected to ban convertibles on safety grounds, ushering in an era of fixed-roof sports cars like Datsun Zs and the Triumph TR7. Just enough was done to the MGB to keep it in

Striped cloth a hallmark of last edition MGB LE

Not fast, but 1.8-litre engine enthusiastic

> ‘The MGB pulls with enough vigour to make threading it down a country lane a satisfying experience’

production until the proposed ban arrived, but with the minimum of investment, so a plan to update the MG with Leyland’s new O-series engine, used in models such as the Series 3 Morris Marina, never came to fruition. The ban on convertibles? It never happened.

On MGBs, the condition of the triple-section sills, floors and crossmembers is critical to the integrity of the body. Also check the front bulkhead, chassis rails and inner arches. Repair sections and complete panels are readily available. Complete new bodyshells can be bought from British Motor Heritage but the cost – around £15,000 – could well be prohibitive. Engines are strong but the original rope-type crankshaft oil seals will weep. Crunching on gear selection is likely to be worn synchromesh. Steering and suspension are usually trouble-free provided the front kingpins are regularly greased. Brakes work well but look out for sticking calipers on under-used cars. There are still enough MGBs around that you can pick and choose, good cars starting from around £4000 and the very finest examples going for around £12,000.

Owning an MGB Roadster

‘My dad had a Spitfire then decided he wanted a bigger car,’ says Craig Flanagan. ‘He looked at Triumph TRs, but then found this MGB in 1991. A last-of-the-line LE (Limited Edition) Roadster, it had had five owners, basically people who had bought it as an investment and then sold it on. The car has only done 6000 miles from new, and it’s totally unrestored. All it’s had is a replacement fuel pump, a clutch master cylinder and a brake master cylinder, a thermostat, and new HT leads. We took it to shows up to 1994, then children came along, and it’s done hardly any miles since. But I get enjoyment from it just from looking at it. Only 208 were ever made with wire wheels, and they’ve never been painted. I changed the tyres purely because they were the originals, but it isn’t easy getting an 80-profile tyre for a 14in rim that isn’t a commercial vehicle tyre.’

1982 MGB Roadster

Engine 1798cc inline four-cylinder, ohv, two SU HIF4 carburettors **Power and torque** 84bhp @ 5250rpm; 102lb ft @ 2500rpm **Transmission** Four-speed manual, overdrive, rear-wheel drive **Steering** Rack-and-pinion **Suspension** Front: independent, double wishbones, coil springs, lever-arm dampers. Rear: live axle, leaf springs, lever-arm dampers **Brakes** Front: discs, servo-assisted. Rear: drums **Performance** Top speed: 105mph; 0-60mph: 12sec **Weight** 1039kg (2289lb) **Fuel consumption** 26mpg **Cost new** £1735 (1974) ***Classic Cars* Price Guide** £3000-£12,000

TRIUMPH
RFL 947R
DOLOMITE

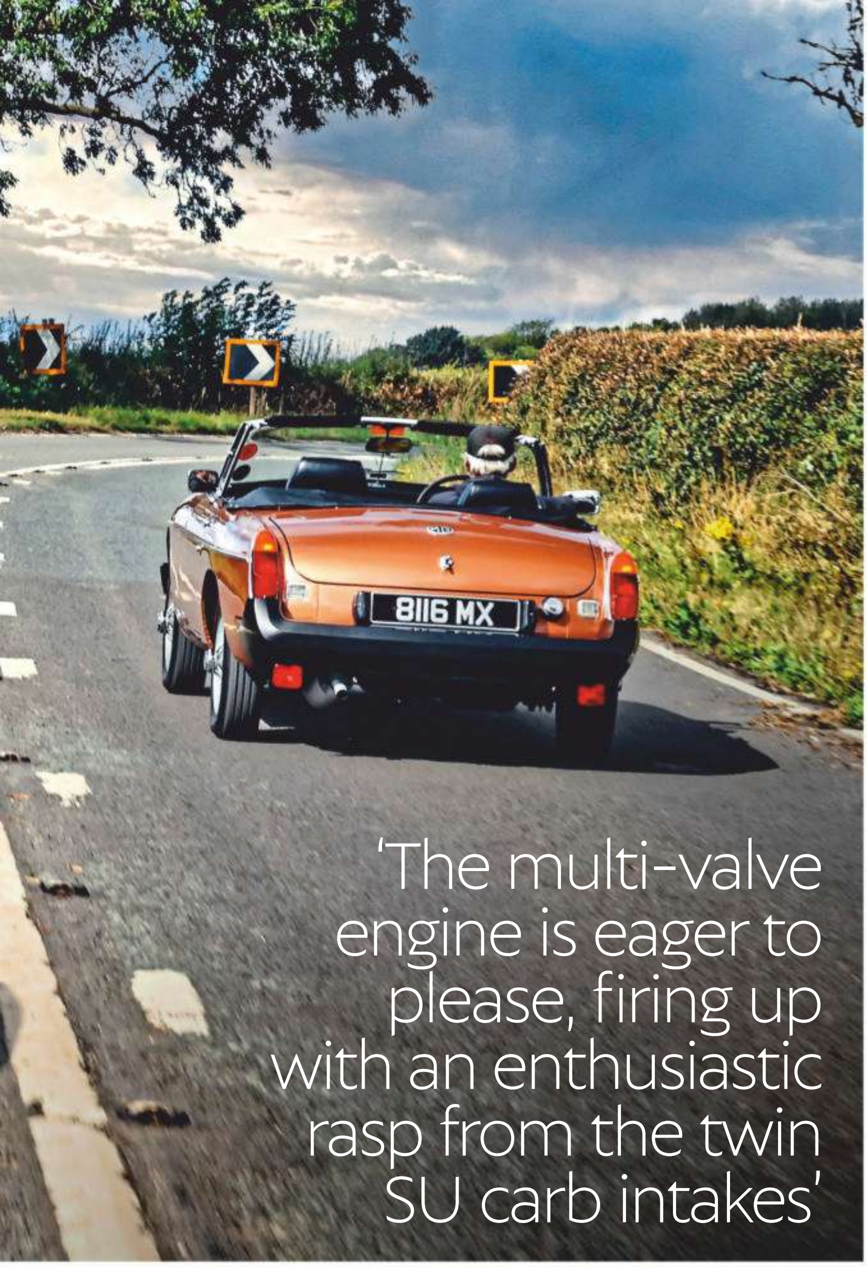
Touring car – Sprint adept on road and circuit

A tin-top saloon like the **Dolomite Sprint** delivers a very different experience from the MG. There's no chance of wind-in-the-hair thrills, though at the time that seemed to matter less: enthusiastic drivers were becoming increasingly interested in a car's road manners and straight-line performance, rather than the quaint notion that a 'proper' performance car had to be roofless. Instead, the Triumph had a much more sophisticated engine than the MG: where the MGB made do with an ancient overhead-valve motor that was past its sell-by date by the late Seventies, the Sprint had the first multi-valve engine to be used in a mass-production car.

Triumph's eight-valve, slant-four engine was originally seen in the Saab 99 in 1968, and it wasn't until 1972 that the company used the engine in one of its own cars. The original 1709cc, 80bhp unit was bored out to displace 1854cc and develop 92bhp in the Dolomite 1850. The more powerful Dolomite Sprint arrived in 1973, an even bigger bore pushing the capacity out to 1998cc and delivering 127bhp thanks to that 16-valve cylinder head. Though the benefits of multiple valves were well understood from racing engines, they usually required expensive double overhead camshaft valvegear. The great innovation in the Sprint engine was the use of a single overhead cam to drive all 16 valves, the intakes directly through bucket tappets and the exhaust valves using rockers.

It's an engine that's eager to please, firing up with an enthusiastic rasp from the twin SU intakes and responding instantly to every flex of your right ankle. There's no step in the power curve, just a linear progression up to the redline at 6500rpm accompanied by a purposeful snarl that builds and builds. Add well-placed pedals and a slick four-speed manual gearbox – with overdrive actuated by a sliding switch on the gear knob, as in the MGB – and you have the recipe for an exciting drive whatever the road. If it's a cursive one you're in luck, because the agile Sprint responds keenly to your input at the tactile alloy-spoked steering wheel, cornering flat and fast. That's no doubt aided by the aftermarket adjustable dampers on this car. Its straight-line urge and cornering prowess are at odds with its old-fashioned appearance.

The Sprint's basic shape had been introduced in 1965 in the Triumph 1300 and the nose and tail were restyled in an effort to modernise it in 1970. The Dolomite added a matt black grille and rear panel, and the Sprint had the honour of being the first car in Britain to have alloy wheels as standard. All of that freshened up the appearance more than such simple changes had any right to, but even then the Sprint looked a bit fusty compared to contemporary RS Escorts or droopsnoot Firenzas. However, the Sprint's image was improved by its performances in rallying and the British Saloon Car Championship: it won the manufacturers' title in 1974 in the hands of Andy Rouse and future *Classic Cars* editor Tony Dron, and Rouse was victorious the following year too, taking the drivers' title in one.



‘The multi-valve engine is eager to please, firing up with an enthusiastic rasp from the twin SU carb intakes’

Dolomite offers keen responses and excitement

Clever 16-valve head raised Dolomite’s game

Buying a Sprint today means looking carefully at the monocoque body for rust. Rot can attack virtually everywhere but the most difficult areas to rectify are the front inner wings, bulkhead, chassis rails, front valance and nose panel, windscreen and rear window frames, boot floor and the rear edge of the roof where corrosion is often hidden by the vinyl roof covering. The good news is support from specialists and the Triumph Dolomite Club is excellent. Trim is also available. The attractive interiors have wooden dashboards and door cappings which can look tired, but refinishing is a straightforward job. Sprint engines are reliable given good maintenance but check for cylinder head gasket problems and overheating. Rough running can be caused by leaks in the rubber carburettor mounts. Gearboxes, which were shared with the TR6, suffer from weak synchromesh, while overdrive troubles are commonly caused by electric faults. The Borg-Warner automatics should change smoothly and the fluid should not be black. Sloppy handling can be caused by worn bushes. Good Sprints start around £4000, while the best are now pushing £20,000.

Open roadsters gradually faded away because of legislative threats, and that paved the way for a new generation of sporting saloons to replace them – Escorts, Alfas, BMWs, Fiat 131s, Saab Turbos and many more. The Dolomite Sprint survived until 1980, when the Canley factory where it was made was closed under British Leyland rationalisation. Abingdon, MG’s home for decades, shut down just a few weeks later. Back in the Seventies these cars deserved better, but decades later, now as classics they have both found fans to cherish and preserve them.

Owning a Dolomite Sprint

‘My son William bought this Triumph Dolomite Sprint in 1987, but he moved to the US in 1993 so I’ve taken the car over,’ says David Parnell. ‘He wanted to be one up on his aunt, who owned a Triumph Dolomite 1850 from new. At that point it was relatively easy to insure for an 18-year-old – fast Fords were more expensive to cover. We had seen an awful lot of rubbish, with engine problems and corrosion, even though they were only ten years old. This was a one-owner car that had obviously been looked after. The engine was rebuilt so it would be less likely to “fail to proceed”, and it has a Kenlowe fan. Most of the unreliability was because the cooling system was too small. I have six other classics, but it gets its share of use. These cars are well supported by the Triumph Dolomite Club, which makes body parts available.’

1978 Triumph Dolomite Sprint

Engine 1998cc inline four-cylinder, sohc, two SU H6 carburettors **Power and torque** 127bhp @ 5700rpm; 124lb ft @ 4500rpm **Transmission** Four-speed manual, overdrive, rear-wheel drive **Steering** Rack-and-pinion **Suspension** Front: independent, double wishbones, coil springs, telescopic dampers, anti-roll bar. Rear: live axle, radius arms, coil springs, telescopic dampers, anti-roll bar **Brakes** Front: discs, servo-assisted. Rear: drums **Performance** Top speed: 115mph; 0-60mph: 9.0sec **Weight** 1006kg (2214lb) **Fuel consumption** 24mpg **Cost new** £2293 (1974) ***Classic Cars* Price Guide** £4000-£16,500

The 1969 launch of the **Ford Capri** gave the blue oval a stylish addition to its range that continued, in its second and then third generation, into the mid-Eighties. But by then petrolhead car buyers were becoming obsessed with new hot hatchbacks such as the Volkswagen Golf GTI.

The Capri was largely a Cortina underneath, but it certainly looked the part, and that mattered more than anything to buyers who wanted something more stylish than a saloon car. Head-to-head with BMW's 3.0CSL coupés in European Touring Car racing in the early Seventies, it won some genuine performance credibility, and there were enough buyers to make it worth Ford's while to develop the second-generation car for 1974 which added a practical hatchback rear end and split-folding rear seat. That car was restyled in 1978 to introduce a handsome four-headlamp front end with a slatted grille that was by then fast becoming a Ford signature, already used on the Fiesta and Granada and soon to appear on the revamped Cortina and front-drive Escort. The Capri also adopted Mercedes-style 'sawtooth' rear lights, another feature Ford adopted widely, and it was in this form that the rakish coupé was propelled into the Eighties.

It was seen as old school even then. At the top end of the range the adoption of the 2.8-litre Cologne V6 in new injected form, together with a chassis reworked by Ford's Special Vehicle Engineering operation, gave the Capri a new lease of life – though significant in-house competition came from the biplane-winged Sierra XR4i and the four-wheel-drive XR4x4. But most Capris were fitted with more mundane motors like the 2.0-litre Pinto overhead-cam engine seen in Mick Gibson's car here, which would have been well-known to tens of thousands of commuters driving their Cortinas.

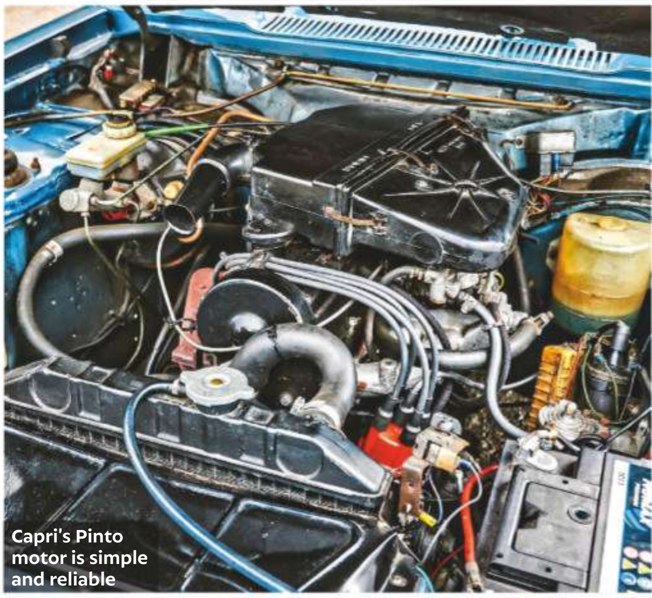
Those Cortina drivers would have felt at home in the cabin of the Capri, with its saloon-like driving position and familiar details like the switchgear and eyeball vents. But the eight-dial instrument pack is more comprehensive than the Cortina's simpler panel, and the dashboard moulding is more obviously planned around the driver – though the clock, rather bizarrely mounted somewhere down by the driver's left knee, seems like an afterthought. There's a good-looking three-spoke steering wheel, small, grippy and similar to the one used on RS Escorts of the era, and on this luxury 2.0-litre Ghia version, the shapely seats are trimmed in plush Granada velour.

The driver's view out is pure muscle car: a long, broad bonnet with a muscular power bulge that promises a lot more than the Pinto engine can ultimately deliver. It's a simple motor with a gruff timbre, which gives its best in the middle of its rev range. Hang on to a lower gear in search of more urge and it starts to sound strained and breathless, but the slick four-speed manual gearbox makes it easy to keep the engine in its most productive speed range. It's an engine that doesn't really like to be hustled, and in its upmarket spec, the chassis gives off the same vibe: it's happier cruising along a main road than tackling a winding lane.

GTI
TKY 454Y

Cruising for a bruising – Golf aimed for Capri

Sporty yet plush interior in Ghia specification



Capri's Pinto motor is simple and reliable

'The Capri was largely a Cortina underneath, but it certainly looked the part, and that mattered more than anything'

Despite rising in recent years, good examples of the Capri III start at around £7500 with the best 2.0-litre cars around £16,000. When buying a Capri III, it's wise to pay close attention to the condition of the bodywork, because repair costs can mount up. Check inner and outer wings, front valance, sills, door bottoms, and both the tailgate and its hinge mounts at the roof. The Pinto engine is tough but known for poor camshaft lubrication, so beware of top end rattles and check the car's history to make sure it has had regular oil changes. Some owners change the cambelt as often as every two years as a precaution against failure because the belts are cheap and it's an easy DIY job. A full professional engine rebuild will cost about £3500 and tuning parts are easy to find from specialists such as Burton Performance. Transmissions are reliable but synchromesh and clutch thrust bearings can wear out.

Owning a Ford Capri

'I decided if I was going to have one, it would be a 2.0-litre – I wanted one that was simple,' says Capri owner Mick Gibson. 'We looked at a few and they were rough. This one had a year's MoT on it but it wanted some body work and a respray. I didn't know much about it, but it was one of the last 50 Ghias made and it's trimmed in Granada cloth. There aren't many Capris in Titan Blue, it's a Cortina colour really. Everybody changes to a five-speed gearbox, but I haven't because there's nothing wrong with this one. It wants a dual carriageway or a motorway – it cruises lovely. In one year, it did more than 2000 miles including Warley, Dunton and Regent Street for 50 years of the Capri celebrations. It does a lot of shows with the Mansfield Notts Capri Club. One year it failed an MoT on emissions – the piston rings were seizing up on number four cylinder. They're renowned for it.'

1981 Ford Capri III 2.0-litre Ghia

Engine 1993cc inline four-cylinder, sohc, Weber 32/36DGV carburettor **Power and torque** 98bhp @ 5200rpm; 111lb ft @ 3500rpm Transmission Four-speed manual, rear-wheel drive **Steering** Rack-and-pinion **Suspension** Front: independent, MacPherson struts, anti-roll bar. Rear: live axle, leaf springs, telescopic dampers, anti-roll bar **Brakes** Front: discs, servo-assisted. Rear: drums **Performance** Top speed: 110mph; 0-60mph: 10sec **Weight** 1006kg (2214lb) **Fuel consumption** 28mpg **Cost new** £7476 (1982) ***Classic Cars* Price Guide** £3000-£15,000

In contrast to the Capri, a winding lane is the type of road where hot hatches like the **Volkswagen Golf GTI** were in their element. Taut, agile and responsive, the Golf is one of those cars that seems to flatter your driving. Pile into a corner too fast and it scrubs off speed as the front tyres bite into the tarmac. Lift off mid-corner and it tightens its line usefully, but without feeling it will lose grip at the rear. Lower, stiffer springs than on lesser Golfs helped sharpen the handling, but it still has enough elasticity to cope with the irregularities of a British B-road.

The GTI was famously developed as an under-the-radar project, using a twin-choke carburettor version of the four-cylinder EA827 unit. When it was launched at the Frankfurt motor show in 1975, the GTI was fitted with a 1.6-litre, 110bhp Bosch K-Jetronic fuel-injected motor first seen in the Audi 80GTE, mated to a close-ratio four-speed gearbox. The UK had to wait until 1979 for right-hand-drive GTIs, then in 1980 a five-speed gearbox was introduced. In 1982 the engine was bored and stroked to 1.8 litres, with increases in power and torque, the latter developed at a lower engine speed than before.

The result is an even more drivable GTI. It still revs keenly, but the 1.8 is easier to extract the performance – 60mph from rest in around nine seconds – from. It looked the part, too, with matt black wheelarch mouldings, fat tyres and a radiator grille framed with a red keyline. Inside were sports seats and a jokey 'golf ball' gear knob. Its hatchback body made it a practical daily car, but the GTI was also rapid and entertaining on an open road.

Spectacular though it was as a package, there were faults. The unassisted steering is slow for a sporting car, and at parking speeds it can be uncomfortably heavy. The brakes need a decent amount of effort too, and right-hand-drive cars have a mushy pedal feel, introduced by the cross linkage that adapted the system from the original left-hand-drive layout.

Volkswagen management had been sceptical of a hotter Golf, sanctioning an initial output of only 50 a day – hoping that 5000 could be sold to homologate the car for competition. Those plans had to be quickly revamped, production increasing to 500 a day to cope with demand. Originally considered niche, seven generations later, the badge is still synonymous with the model.

Finding a good MkI GTI today starts with body condition. The steel monocoque has plenty of rust traps, but post-1980 cars are better protected and have inner wing liners. The hardest areas to repair are the inner wings, arches, sills, spare wheel well, the base of the windscreen pillars and the sunroof opening. If the fuel filler pipe rusts, debris gets into the injection system and is hard to remove. The 1.6-litre engine is reckoned to be smoother but suffers from cracks. The 1.8 is stronger but can sustain piston ring wear. Gearboxes can crunch into second gear, and the clutch cable can wear the bulkhead where it passes through to the engine bay. Windscreen leaks may cause water to drip into the under-dash fuse box, causing electrical problems. Prices are rising, with excellent examples around £14,000, the very best £22,500. Both Capri and Golf need care when buying, but find a good example and either will be hugely rewarding to own.

Golf gives more raw thrills than laidback Capri

Miles of smiles – the Golf GTI is fun on any road

GTi engine has fuel-injected sophistication

'Taut, responsive and agile, the Golf is a car that seems to flatter your driving'

Our three disruptors swept away the conventional cars that came before them. Almost overnight, enthusiasts shunned coupés like the Capri. There were diehard followers, but the increasing sophistication that made fast cars faster, safer, and more accessible was inescapable. Hot hatches soon ruled.

Traditional sports cars were under threat in the Seventies because of US safety concerns and corporate dithering. The MGB lasted the longest, but even it couldn't last forever, and if it wasn't Dolomites taking its place, it was other sporting saloons trading open-top thrills for civility and practicality.

All-round assuredness whatever the conditions became a powerful incentive to move from executive saloons like the XJ6 to comfort-orientated 4x4s epitomised by the Range Rover. That shift gathered in pace, and off-roaders developed into luxury cars in their own right. Today, SUVs dominate. The Range Rover kick-started that revolution, making it the most significant car here. Objectively, it's not the most fun to drive, but it is a useful and characterful classic, and it's the one that had the greatest influence on what followed. You can decide if that's progress.

Owning a Volkswagen Golf GTI

'I've had my GTI for 24 years,' says Golf fan Simon McNamara. 'I'm the second owner. The first was a doctor who did 80,000 miles in it. The sills and wheelarches had gone, and I spent five years restoring it, and did everything other than the spray job. I rebuilt the engine, not because there was anything wrong with it but just because I had the chance to. I changed to polyurethane bushes, which stiffen it up a bit. That's the only part of the car that's not standard. It broke down once in The Netherlands – it's got a really basic ECU and that gave up. Back then you could buy genuine parts from dealers, and Volkswagen has recently opened a classic parts operation. That's good because aftermarket parts can be terrible. I've just come back from Germany – it's 50 years of the Golf this year and VW held a celebration for the GTI. We did 1000 miles in it, and it cruises effortlessly. I love it, it's brilliant. It's my baby.'

1983 Volkswagen Golf GTI 1800

Engine 1781cc inline four-cylinder, sohc, Bosch K-Jetronic fuel injection **Power and torque** 112bhp @ 5800rpm; 109lb ft @ 3250rpm **Transmission** Five-speed manual, front-wheel drive **Steering** Rack-and-pinion **Suspension** Front: independent, MacPherson struts, anti-roll bar. Rear: semi-independent, torsion beam, coil springs, telescopic dampers **Brakes** Front: vented discs, servo-assisted. Rear: drums **Performance** Top speed: 114mph; 0-60mph: 8.5sec **Weight** 871kg (1921lb) **Fuel consumption** 28mpg **Cost new** £6500 (1982) ***Classic Cars* Price Guide** £6500-£21,000

Brave failures

Chevy Corvair

Changing the paradigm isn't easy, even for multinational car makers with enormous resources. Take the Chevrolet Corvair, an innovative 'compact' car introduced in 1960. Size wasn't its only departure from the American norm: it had an air-cooled, alloy, flat-six engine, mounted in the tail of a monocoque body. Initially it sold well, but it suffered from heavy fuel consumption, transmission issues and lift-off oversteer that US drivers weren't used to. Lawsuits following crashes mounted up, and activist Ralph Nader wrote a damning book, *Unsafe at Any Speed*. The Corvair was heavily revised in 1965, but sales never recovered.

THE GLOBE INN
NME 938E

Hillman Imp

In the UK another rear-engined car proved to be quite the heroic failure. The Hillman Imp, built in a new factory at Linwood near Glasgow from 1963, was the Rootes Group's answer to the all-conquering Mini. It had a more conventional three-box shape, and an advanced all-alloy, overhead cam engine based on the Coventry Climax FWMA. In its class it was a successful competition car, but frumpy styling meant it never became a fashion accessory like the Mini, and on the road it suffered from cooling problems which dented its reputation. The Imp never earned back Rootes' investment, contributing to the group being taken over by Chrysler in 1967.

'Rotary power was seen as the future; car makers poured millions into refining the Wankel engine'

NSU Ro80

Rotary power was seen as the future in the Sixties. Car makers from Mazda to Mercedes poured millions into refining the Wankel engine, citing its smoothness and compact size. NSU turned to rotary-powered engines for the 1963 Spider, then in 1967 introduced the Ro80 executive saloon. But the Wankel's problems – principally reliability, thirst and emissions – were never properly solved. The Ro80 also featured an automated clutch, actuated when the driver touched the gear lever, which caused a lot of inadvertent over-revving. Warranty claims for engine failures brought NSU to its knees, and it was then taken over by Volkswagen in 1969. VW merged NSU with Auto Union to form Audi NSU Auto Union AG.

Ford Pinto

Rising imports of small cars to the US prompted Ford to build the compact Pinto, announced in 1971. It had an attractive 'hatchback' shape – though some were in fact two-door sedans – but quickly earned a reputation for poor safety. In rear end collisions the fuel tank could be ripped apart by the rear axle, leading to serious fires. Worse, simplistic reporting of the 'Pinto memo' implied Ford had weighed up the cost of fixing safety problems against the cost of settling lawsuits following crashes. Sales never took off and eventually Ford elected to replace the Pinto with a US version of the Escort.

DeLorean DMC12

Former GM executive John Z DeLorean wanted to make a sports car that would be built to last, avoiding Detroit's 'dynamic obsolescence'. The resulting DMC12 featured stainless steel body panels over a glassfibre understructure and a steel backbone chassis, engineered by Lotus. Power came from the fuel-injected ZMJ-159 version of the 2849cc Peugeot-Renault-Volvo PRV V6 engine, mounted at the rear. Gullwing doors gave the car instant glamour. Production began at Dunmurry near Belfast in 1980, but there were numerous quality issues, and the company went into receivership in 1982. The car's fate was sealed when DeLorean was arrested later that year on drug trafficking charges, of which he was later acquitted.

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Beetle photo from Steve Woodbridge

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ROAD WERKS

This 1971 **Porsche 917K** spent its early life as a development and race car before being converted for road use for team sponsor Count Rossi. We test it on track and road…

Words JÉRÔME FOMBELLE Photography BENJAMIN ASKET/VIRAGE AGENCY

Silver slither: 917 shape looks even sleeker *sans* livery

My brain can't make its mind up if I'm excited or terrified as I find myself on the Lurcy-Lévy circuit northwest of Moulins in the middle of France staring at an all-silver 917 in a sponsor-free livery.

Built in 1971, chassis 917-030 was initially a Porsche development car for a new anti-lock braking system. It only raced once, at least in part to trial the technology, qualifying third at the Zeltweg 1000kms, the final race of the 1971 World Sportscar Championship season. After four hours, Helmut Marko and Gérard Larrousse were on course for second place, before a puncture damaged the bodywork and with it the aerodynamics, prompting its retirement.

After this briefest of competition careers, the car continued its ABS development role – and tested a supercharger system – before being put into storage. But when the 917's competition career finally came to an end in 1975, as a token of appreciation for bankrolling the works team, the car was unearthed for Rossi & Martini drinks distilling company boss Count Gregorio Rossi di Montelera and transformed into a road car. And what a road car. Its monstrous 600bhp flat-12 racing engine remains in place, and with the huge rear cover raised, its guardian angel, Sébastien Crubilé, of French Porsche specialist Crubilé Sport, warms it up. A detailed process that typically involves checking oil levels, turning on the master, fuel and ignition pump switches, and firing non-chlorinated brake cleaner into the intake trumpets to help the fuel fire without fouling the spark plugs. Once turned on, the 12-cylinder engine's rasping, grumbling sound breaks the stillness, its voice mingling with that of the distinctive horizontal cooling turbine.

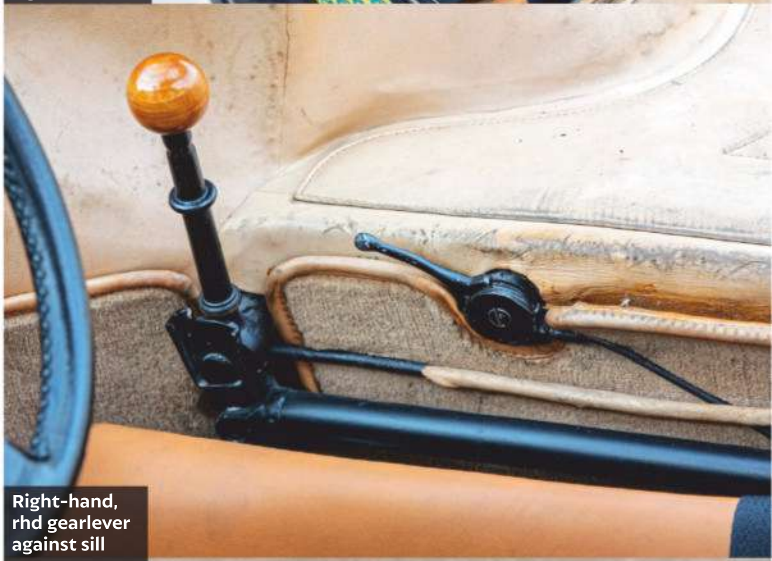
Early 917s featured a 542bhp version of the 'Typ 912' 4494cc flat-12, naturally aspirated air-cooled engine with dry-sump lubrication. A central power take-off system to quash torsional vibrations from the crankshaft featured a spur gear in the centre of the crank that provided drive to the intermediate shaft – and power transmission to the clutch, and two overhead camshafts per bank – the spur gear in the most favoured vibration range.

'Torn between impatience and fear, I climb into the bucket seat'

Designed by chief engineer Hans Mezger, under the watchful eye of head of development – and Ferdinand Porsche's grandson – Ferdinand Piëch, the cylinder banks were set in a 180° bank angle 'V' configuration, the connecting roads of the opposite cylinders sharing a crankpin, allowing for fewer crankshaft bearings. The benefit? Reduced engine length. Later 4490cc, 4907cc, 4998cc and 5374cc iterations would ensure the 917's domination of sports car racing. And that was before the arrival of turbocharging technology that would see the ultimate development of the car – the 1200bhp 917/30 Spyder – blitz the competition in the early Seventies Canadian American Challenge Cup (CanAm) series until 1974. The subsequent learnings of turbocharged technology have influenced countless future generations of Porsche road and racing cars.

As the engine cover closes, the moment has come for me to settle aboard and savour the 917 experience. First as a passenger, to get a feel for the car, and to understand how it works and perhaps take the pressure off a little ahead of my drive. I step over the left-hand sill, and sit sideways, head in the door

Passenger seat is a very rare sight in 917Ks


Right-hand, rhd gearlever against sill

Aerodynamics honed in the wind tunnel

Pushing the buttons for racing success

Oh, la vache! 600bhp flat-12 has ferocious pace

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Noise, speed… 917 sensory overload

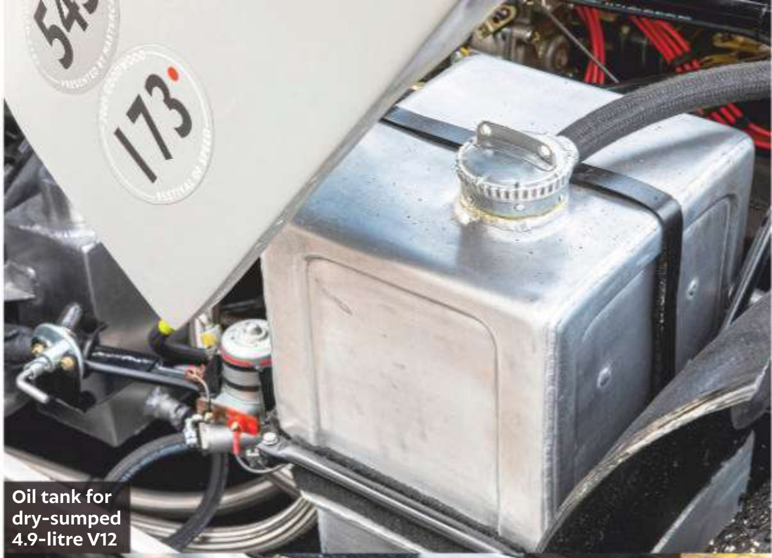
opening, feet overlapping against the cramped transmission tunnel. Sébastien is at the wheel of this right-hand-drive car, and who better to tame this monster than a Porsche specialist with a talent for driving? And from his very first turn of the wheel, he definitely doesn't ease me in gently.

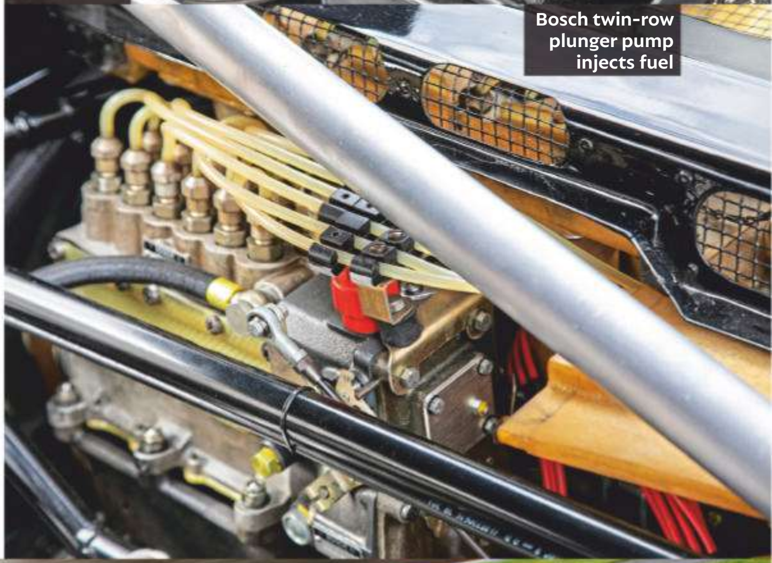
As soon as the car hits the track, the seat shakes me. Hold on – of course! – but to what? Prostrate at the back of the tiny seat, I grasp the spaceframe tubes whose other function is to transmit oil from front to back. The aluminium pipework – three cars were built with experimental magnesium space frames in 1971 – provide a structure for the glassfibre laminate body to be firmly bonded onto. Low slung and purposeful, the 917 bears a passing resemblance to its eight-cylinder 908 predecessor.

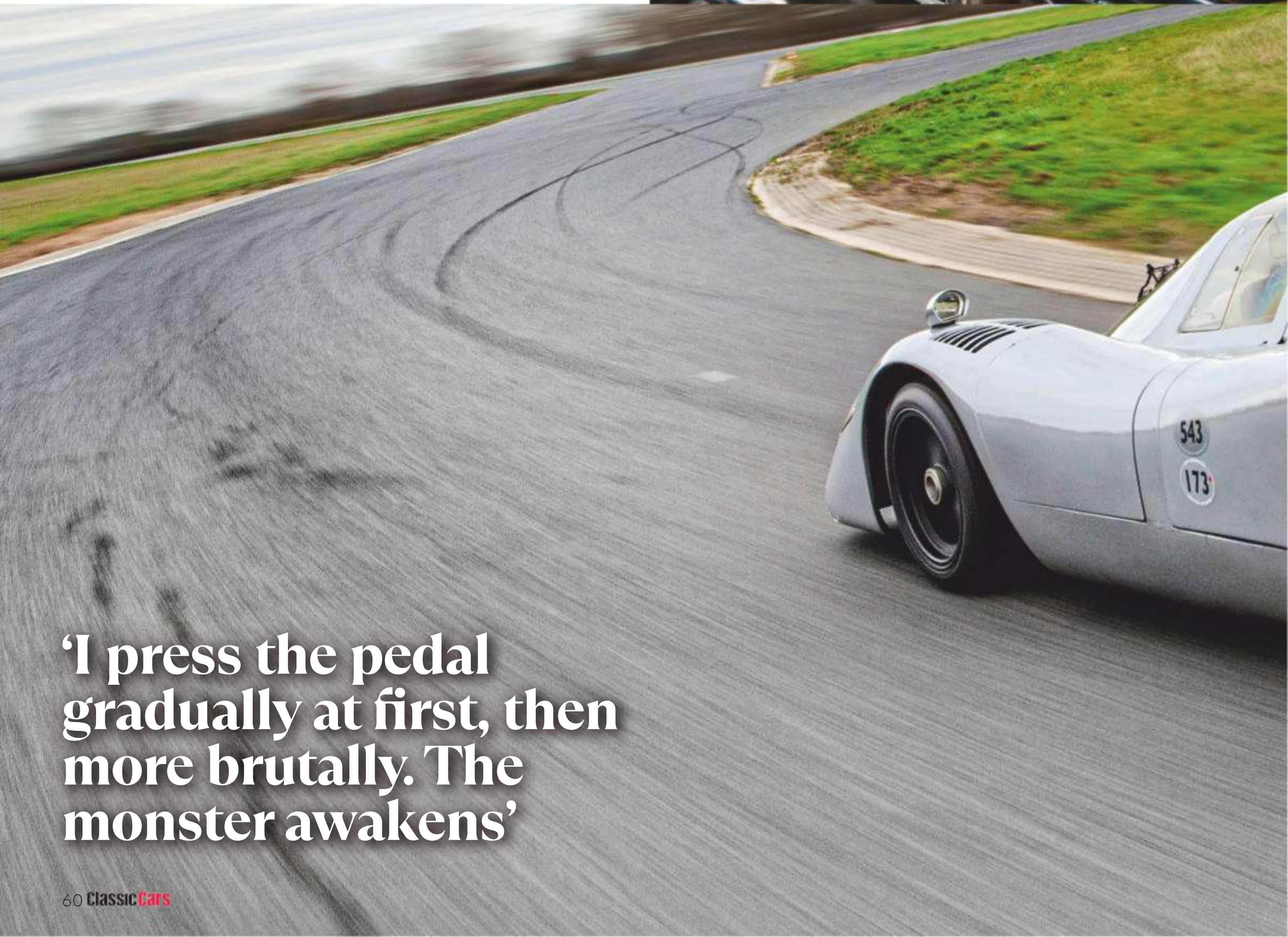
I admire Sébastien's ease as, between brutal acceleration and long slides, he takes hold of the machine with the same mild effort that I make an espresso. After a few laps, a hint of heavy braking deep into the corners and a dash of oversteer, he seems satisfied with his shakedown run. To me it felt more like a race simulation. My warmed hands signal the mechanicals and tyres are sufficiently heated for a newcomer to make a fool of himself.

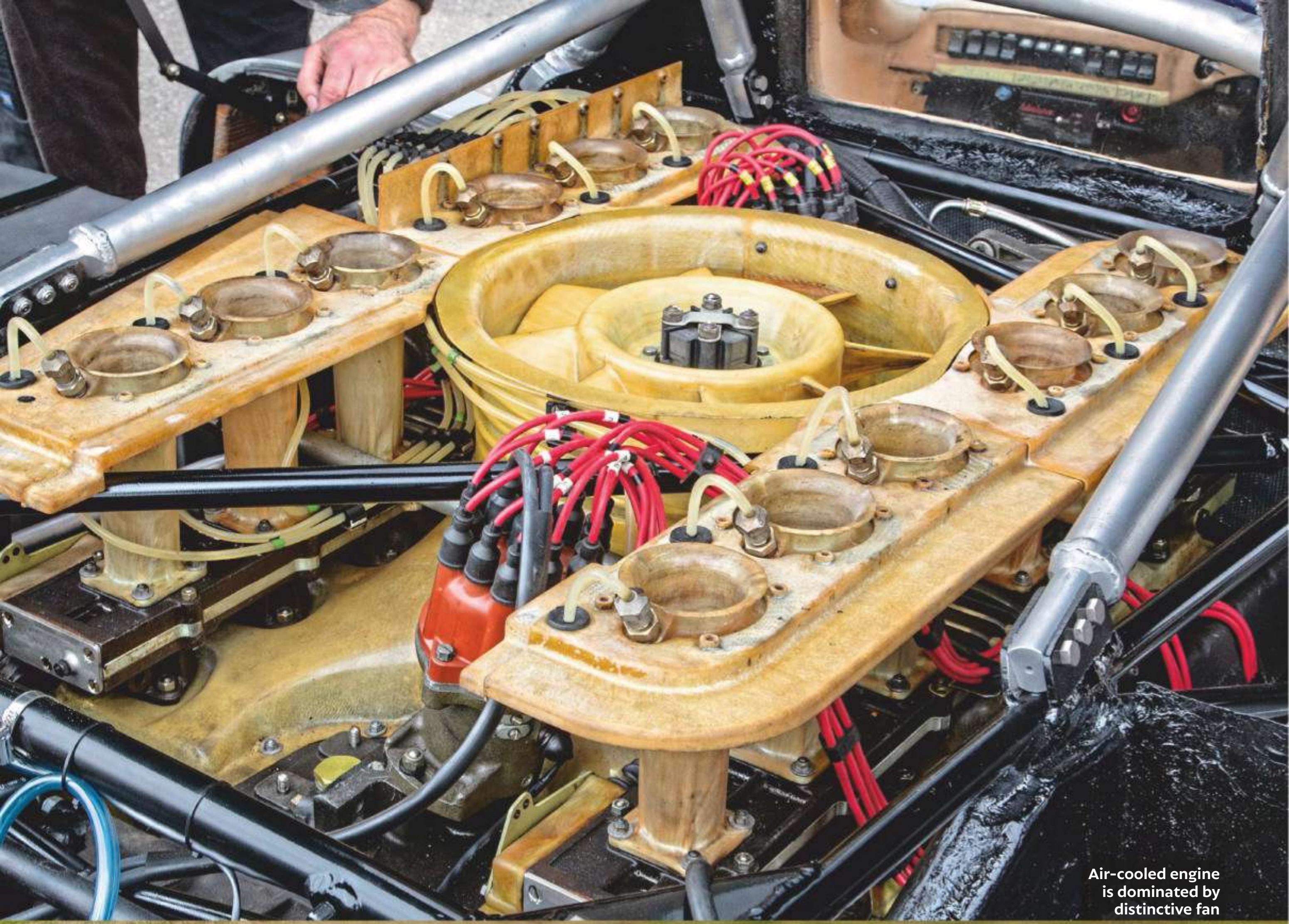
The roll-call of Porsche racing royalty includes 911s, 935s, 910s and 924 Turbos, and of course the 917. But I'm not just here to admire this particular car – I'm actually going to drive it. Summoning up the courage, I'm about to take control of one of just three 917s that have ever been registered for the road.

Time to get behind the wheel. Torn between impatience and fear, I climb into the bucket seat. With trembling hands, I fasten my harness and console myself for a few moments with a rather pleasant driving position, in the seat where Gérard Larrousse once sat. I note that while the seat is on the right-hand side, so is the gearlever, which is a blessing for those of us


Oil tank for dry-sumped 4.9-litre V12


Bosch twin-row plunger pump injects fuel


‘I press the pedal gradually at first, then more brutally. The monster awakens’



Air-cooled engine is dominated by distinctive fan

PORSCHE 917
TEXAS
831·ZQS

not used to manipulating the fully synchromeshed H-pattern gearbox with their left hand. I turn the key and the engine fires with a muffled roar, holding an impeccable idle that makes the car feel downright docile. I take off at a senior's pace and find the monster is in fact disconcertingly easy to get the hang of. The engine is smooth, the brakes respond well, the steering is precise. The only disconcerting impression is that I feel like I'm sitting on the front axle, and as I pass the pits after a first learning lap, I notice that all eyes are focused on me.

Everyone wants to know whether the journalist is a coward, an incompetent, or both. This means there's no choice but to step on the accelerator. I press the pedal gradually at first, then more brutally. The monster awakens. The 917 lifts off the tarmac at the very slightest touch of throttle, slowing down immediately at the merest lift of the foot. There's next to no inertia. Slides under acceleration are not brutal. Firmly planted on its lightweight 15in cast magnesium alloy wheels and wide tires, grip fades gently when the limit is reached. The rear is progressive as the pedal is depressed further. The front end of the Helmuth Bott-designed chassis remains unperturbed, always seemingly ready to take the corner, whatever the entry speed. The straights are swallowed ferociously. The speed – and cabin noise – rises; 60mph, 100mph... The 917 rumbles, vibrates and seems ready to explode; 125mph, 155mph... We're in the eye of the storm.

Accustomed to class wins in small cars, Porsche and Piëch dreamt of overall honours at the legendary 24 Hours of Le Mans. When the World Championship For Makes – later the World Sports Car Championship – rules changed in 1968, they limited engine displacement to 3.0 litres for reasons of safety and costs. However, the entry of 5.0-litre Group 4 sports cars was permitted if a minimum required homologation production run of 25 units was met. It was the opportunity the Piéch needed. Created in 1969 in just ten months under the determined leadership of Piëch to crush the competition, the 917 claimed overall victory at Le Mans in 1970, driven by Richard Attwood and Hans Hermann. Porsche went on to win the championship that same year, and a string of 15 race victories followed. Replacing the company's successful 907 and 908 racers, the 917 was described by the late Piëch as, 'The greatest risk of my life.'

Above and beyond its outstanding sporting achievements, the 917 leaves an indelible mark on the few drivers who had the courage to squeeze into its cramped cabin. And it took a great deal of courage, because with over 600bhp and less than 900kg, this monster frightened many drivers. Initially, the 25 long-tail examples required for homologation were aerodynamically unstable at high speeds and it wasn't until the 917K/917KH – Kurzheck, or short-tail – version arrived with truncated rear bodywork that the car became truly unbeatable. Development of the 917K involved Porsche technicians Eugen Kolb and Helmut Flegl – along with Peter Falk, head of race car development – collaborating with engineer John Horsman at John Wyer's JW Automotive Engineering racing outfit, which became Porsche's official racing team. The 917K was designed for shorter circuits with a reduced top speed, while the low-drag 917LH – Langheck, or long-tail – was reserved for high-speed tracks.

Suddenly everything calms down and the 917 seems to levitate serenely above the asphalt. Then it's time to apply the brakes. There's consistency, but I'd like more – there's a lot of speed to digest. Fighting harder with the steering wheel to keep the car on the desired axis, I feel the vibrations and rumbles return. As easy as it is powerful, the 917 is as confident as it is impressive. Having fun behind the wheel isn't so difficult. Getting a good lap time is a whole different proposition. Beyond talent, you need courage. And because I have neither, after a few laps it's time for me to head back to the pits. But my 917 encounter isn't over yet: I still have to take a ride into town, and catch the astonished eyes of those individuals who may cross my path.

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Electric pumps fed from 120 litres of fuel

SÉBASTIEN CRUBILÉ ON TAKING CARE OF 917-030

'Our speciality is turbocharged Porsches, and prototypes such as the 906, 910 and 917,' says Crubilé. 'Only 65 917s were built of all types in total, so it's very difficult to restore them– each car is unique. With 917-030, a test drive at the 2008 Goodwood Festival of Speed highlighted its shortcomings. The chassis was broken in several places, requiring welding together, the fuel tank was rebuilt by copying one from another 917, and we had the running gear X-rayed. The suspension and electrical system needed rebuilding. The V12 required a tune-up and a few leaks curing. We kept as many original parts as possible.'

You rarely see wing mirrors on a 917...

Mighty air intake tubes for big cooling

Iconic Porsche racer designed for Le Mans

Glassfibre and resin body, tubular chassis

1971 Porsche 917K

Engine 4907cc air-cooled, horizontally opposed 12-cylinder, dohc, two valves per cylinder, Bosch mechanical fuel injection **Power and torque** 600bhp @ 8400rpm; 405lb ft @ 6500rpm **Transmission** Four-speed manual, rear-wheel drive **Steering** Rack and pinion **Suspension** Front and rear: independent, double wishbones, coil springs, telescopic dampers, anti-roll bar **Brakes** Vented discs all round **Weight** 800kg (1984lb) **Performance** Top speed: 223mph; 0-60mph: 2.7sec

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AVON

Following its short-lived race and testing career, for the 917-030 to be road-ready, Porsche removed the ABS system from the Martini-liveried number 28 car and replaced the 80-litre fuel tank with a 25-litre item. A passenger seat, seat belts, door locks, and an exhaust silencer were also added. Because no European authority would certify the car for road use, it was registered in the US, under the state of Alabama on condition that it never set wheels there. Following a stolen number plate fiasco, the car was eventually issued a Texas registration.

The Count was supplied with a start-up instructions booklet, and a service manual. The engine cover of 1971 917s had 'shark' tail fins which the Count found unsightly, so they were removed. It's why the current bodywork doesn't match the year of manufacture. Rossi took it to Paris and made further upgrades – the floor was carpeted and the dashboard covered in leather. A colour change to dark blue wasn't convincing, and the car was repainted its original silver. Incredibly, 917-030 clocked up a few miles – proved by its completed service booklet.

Away from its natural race track habitat and out on public roads, perhaps unsurprisingly, smiles and thumbs-up are the order of the day, showing that in France, we still love the automobile. Even more so when a thoroughbred racer is seen in an alien environment. As I tolerate its high noise levels, I find that Porsche's racing legend is astonishingly easy to drive on the road – even with very predictable traffic jams. The only instances that disrupt the 917's surprising and incredible versatility is the need to exit a tight parking spot, and when I have to keep the car on course over rougher asphalt. Despite these minor shortcomings, the 917K really is an incredible machine, whether it's thundering around Circuit de la Sarthe, or nipping to the boulangerie. It turns out that the monster can be tamed after all.

Escape route: 917-030 has road miles

Upswept tail blocks meaningful visibility through rear window

'Chassis 917-030 was initially a development car, and only raced once'

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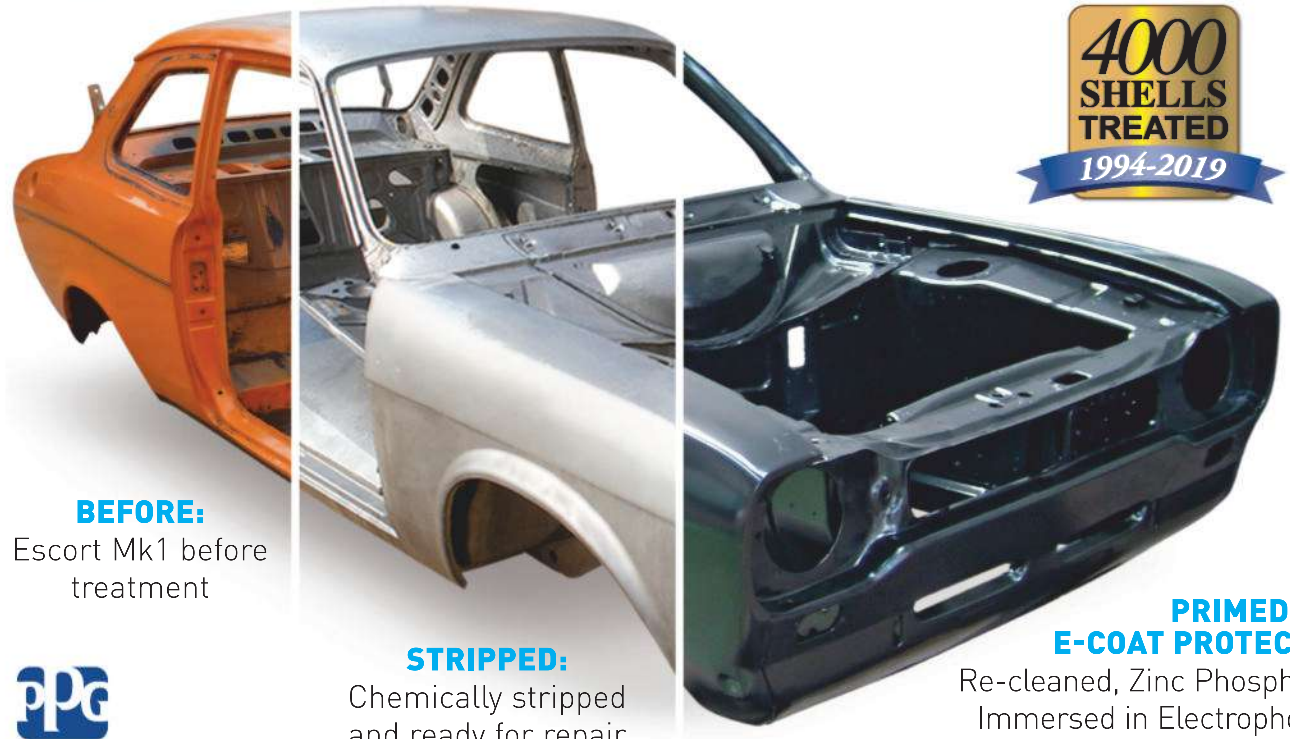

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[Epic Restoration]

'It only came in for a new head gasket'

Two bites at a restoration spaced 15 years apart isn't the ideal method for any car. For this **Mini Moke**, it resulted in a shattered budget – and a brilliant result

Words NIGEL BOOTHMAN Photography STUART COLLINS

It had been in storage since 2000,' says David Hickman, who has owned this 1965 Mini Moke for more than 45 years. 'In 2003 it went to Ron Smith at Runamoke, in Maldon, Essex, one of the main Moke specialists. It had a new rear end to the body tub, front panels and a floor. There was a fair bit of rust and when you can get new panels, it makes sense to replace them. Ron repainted it in Snowberry White and he did the engine then too. It was finished around 2010 and it definitely put the car back into use, but we hadn't gone for a concours result. It was about eight out of ten, I'd say.'

By 2020, that eight out of ten had dipped to a five out of ten. The Moke was still very important to David, his wife Pirjo and their son, Frederick, and while it was roadworthy, it was starting to get scruffy again. David hadn't really been planning another restoration but then the Moke made the decision for him, as old cars tend to do.

'The engine blew up, or rather it started blowing oil out of the cylinder head gasket. I was looking for someone to fix the problem and found Crafted Classics & Tuning on the internet. I had a good chat with Chris Hamilton and I really liked his attitude – nothing was a problem. So the Moke went from our home in London to the CCT workshops in rural Suffolk.'

Low point

> 'I realised the Moke had been worth £20,000, but stripped down, it was worth £1500 for spares!'
> **David Hickman**

Help at hand

The Moke has been part of the family since 1978. David bought CTR 566C for £800 and it went straight into regular use. In 1980, it was lashed over from coach-painted yellow to a bright white and it served as David's wedding car in 1985. It became Pirjo's chic London runabout, covering a couple of thousand miles a year, and eventually it moved on to semi-retired status as a weekend toy. But the years certainly take their toll on Mokes, perhaps even more than other Minis.

Indeed, it had received a bit of attention even before David bought it, when the original engine was swapped by the previous owner for a 998cc Cooper unit. That poorly protected steel body tub was patched, painted and welded to MoT standard for year after year until David thought it was time to dig deeper.

Work then began on the full structural restoration at Runamoke. Looking back now, it would be easy to regret all that time and money on new panels and new paint, plus a mild engine rebuild, but without a particular target – no overview of the car David wanted to end up with. At the time, though, it seemed that plenty enough had been done.

Chris Hamilton started CCT seven years ago purely to specialise in building engines for Minis, and a few other A-series powered cars. After five years, he had cars in the workshop too, fitting and removing engines, and in the last year or so he's moved on to full restorations and builds.

'As a result of its engine issues, David's Moke only came in for a head gasket,' recalls Chris. 'I took the cylinder head off and it was quite apparent it was tired. The head itself wasn't that old, and had been ported and polished, but the cylinder block was worn and so was the crankshaft, which would probably require a re-grind, which in turn meant a new set of bearings. In the end it became a full engine rebuild.' That involved a mix of repairing and retaining the major components plus some upgrades made with the dual objectives of making the car more dependable and adding performance. Chris retained the 998cc Cooper block and the ported head, and with a forged rocker assembly, larger valves (33.3mm inlet and 29mm exhaust), new valve guides and hardened valve seats, it was back to full fitness.

'The bores were quite worn so we had to overbore them to +40 thousandths of an inch,' says Chris. 'The connecting rods had the ARP conversion, where we throw away the old bolts, face the rod bearing caps, put the new bolts in and torque them up, then face the sides and re-hone the connecting rod big end without the bearings in place, to ensure it's perfectly round. It's blueprinting, in effect, and it's worth doing for any engine with more than standard performance. The crankshaft journals needed a grind, but only to +10 thou-sized main and big-end bearings. With everything measured and assembled, we balanced the crankshaft dynamically so it really was as good as it could be.'

The little Cooper motor runs flat-topped pistons, almost decked out to the top of the engine block for a 10:1 compression ratio. That makes it worthwhile installing a sportier camshaft, to which Chris added a Vernier timing gear. Chris built up the engine with a Victor Reinz composite head gasket, which he much prefers to the current copper versions.

'The original copper ones had an asbestos layer, which can't be used now, and whatever replaced it wasn't working properly,' says Chris. 'The Reinz gasket comes with a special spray, which you use on both faces, then torque the head down straight away. There's a very specific breaking-in process which runs the engine for a few minutes without coolant, then you switch off, re-torque the head, adjust clearances and you're good to go.'

As the engine came together, David began reconsidering the original objective to fix no more than the motor. Other ambitions stirred, and the job began to change in nature.

Taking stock

'The car arrived with a single-carburettor set up, but David soon decided on a route that gave more power, so we fitted twin 1¼-inch SUs,' says Chris. 'We bought David's previous carburettor from him, and it went to another job we were doing.'

Each exchange of photos or visit up to CCT's workshops would reveal something about the Moke's condition or old specification that David didn't like, so it would be changed. Chris added DTA ignition management, which David admits is overkill, but the maintenance-free aspect of it appealed to him, as did the novelty of being able to track the car and turn the engine off via the Classic Tracker app on his phone.

'We also fitted a cross-pin differential, with four planet gears rather than two,' says Chris. 'It handles more power and it's smoother too, reducing wheelspin on the inside front wheel if you're accelerating out of a bend. We moved the engine's oil pick-up to a central location in the sump to avoid oil starvation in long, fast corners. All this stuff isn't necessary for a Moke, which would be terrifying to drive as fast as this one can now go, but it shows how the approach evolved.'

Epic Restoration of the Year

This Mini Moke is one of 12 Epic Restorations you'll be able to vote for in 2025, with the chance to **win fabulous prizes** of premium workshop gear from Machine Mart, including this compact *Clarke CHT805 32-piece metric and imperial combination stubby spanner set. *classiccarsmagazine.co.uk/EpicRestoOfTheYear*. T&C apply

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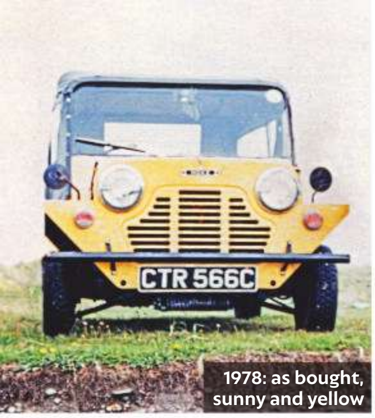
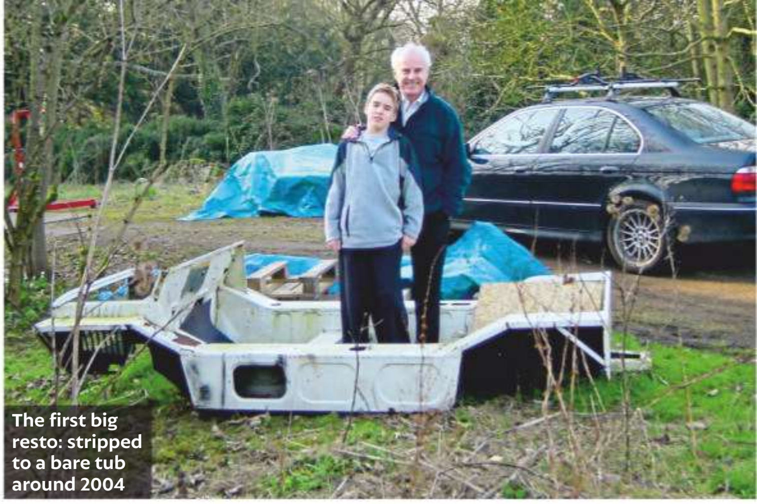
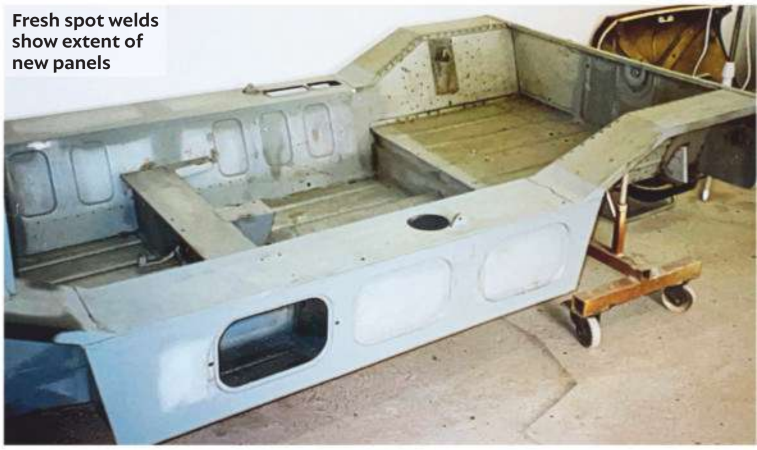


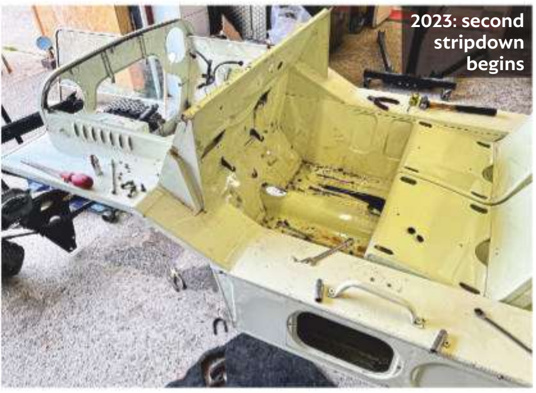
1978: as bought, sunny and yellow

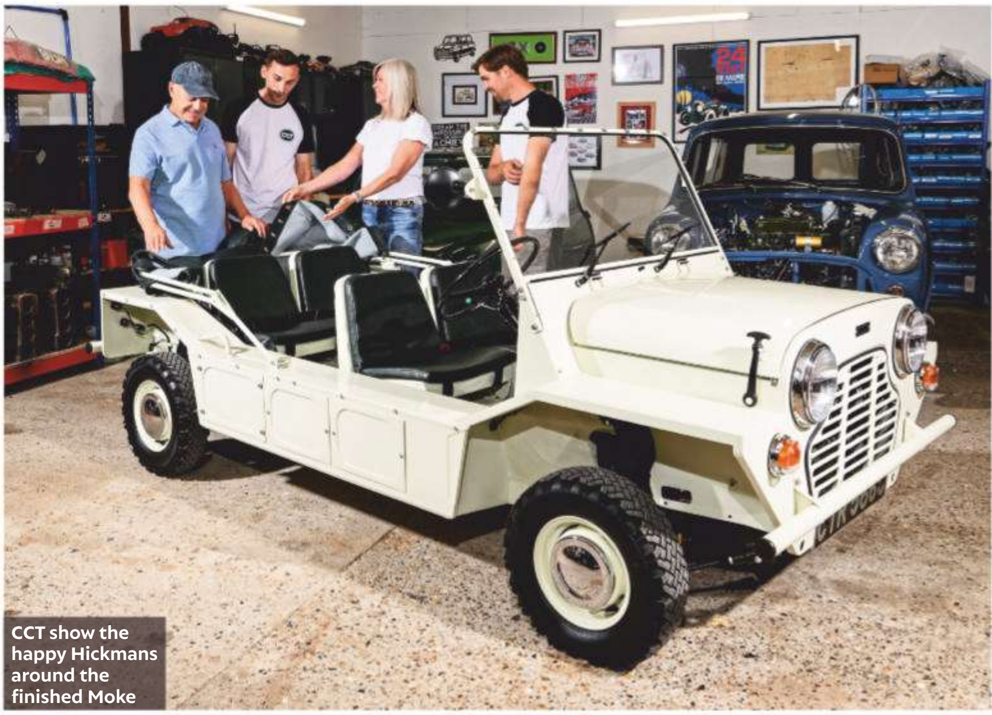
June 1985: on wedding duties


The first big resto: stripped to a bare tub around 2004

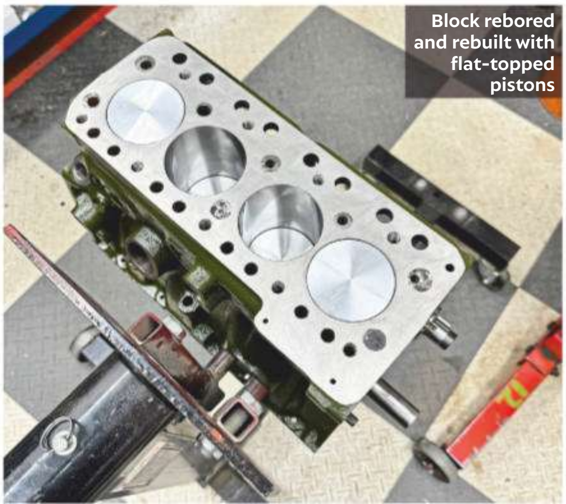
The Hickmans' son, Frederick, checks progress

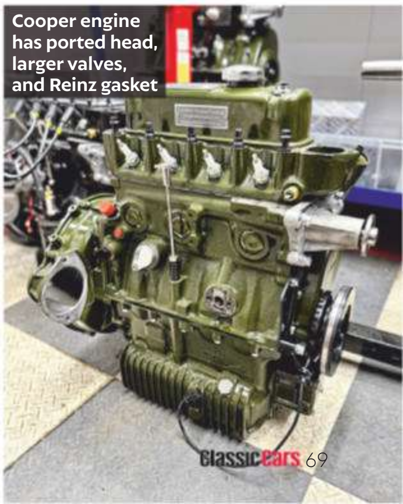

Fresh spot welds show extent of new panels


2023: second stripdown begins


CCT show the happy Hickmans around the finished Moke

We've started, so we may as well finish


Block rebored and rebuilt with flat-topped pistons


Cooper engine has ported head, larger valves, and Reinz gasket

The body tub, ready for paint with finest skim of filler

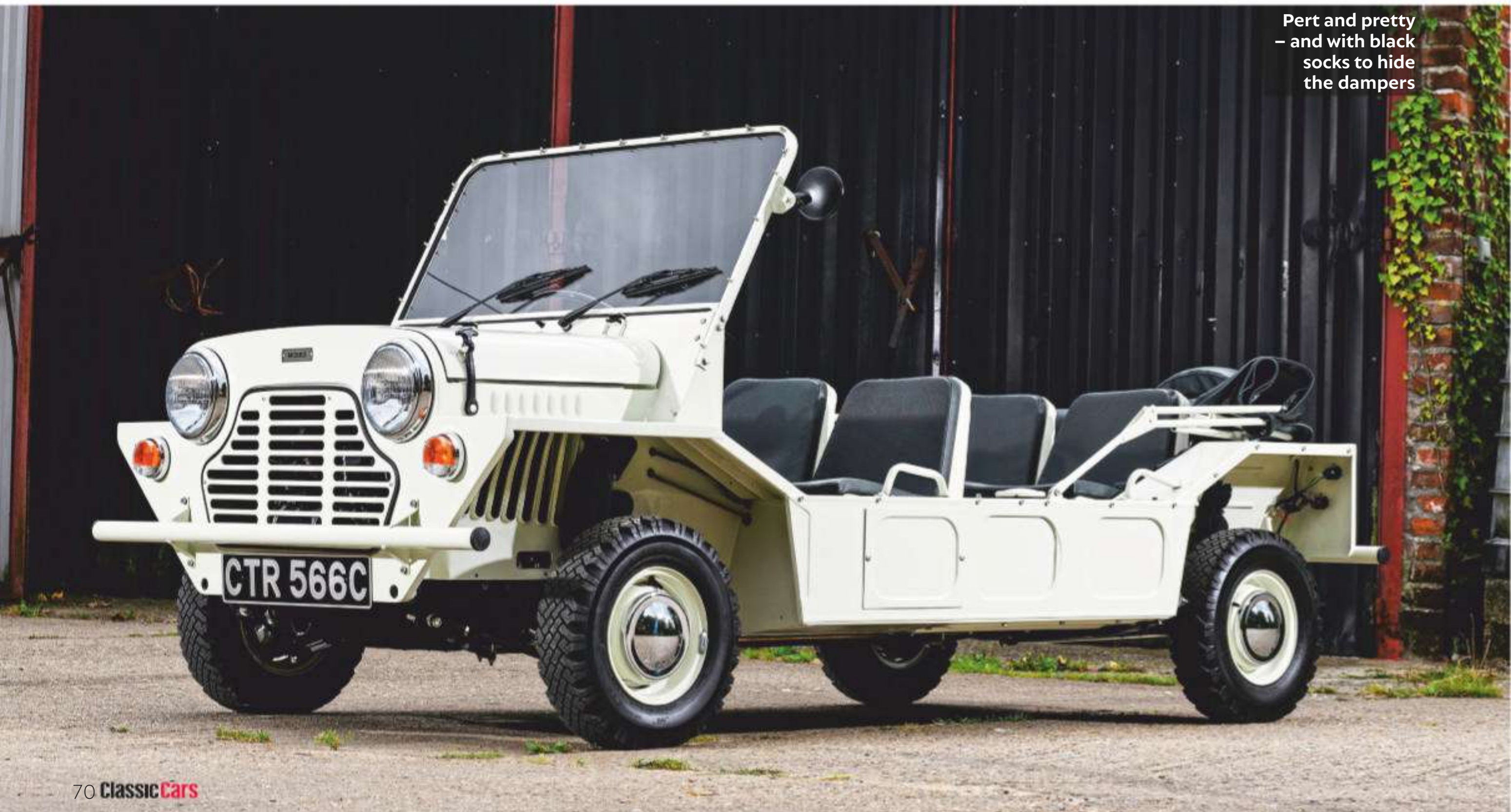
Back from the spray booth in Snowberry White

Care required to protect newly painted bay

Steel seats super-easy to restore

Blue and yellow Bilstein dampers too bright for Pirjo!

Stephen Blower makes final checks and adjustments


Pert and pretty – and with black socks to hide the dampers

Tub's obsessive prep included lead-loading

It wasn't just the attitude to the engine build, either. If there was a defining moment when the project began to grow legs, it was probably when David saw a photo of the Moke's empty engine bay, and the damage done to the paint where the brake master cylinder had leaked.

'David saw the engine bay leaks and some other bits of scruffiness and said, "What if we went a bit further?"' recalls Chris. 'He asked for likely costs, and after considering it all the decision was made to take the Moke back to bare metal. We were going to leave the removable components alone and retain a bit of patina, but that soon changed!'

High point

'When I collected CTR 566C, it was in better condition than when it was new, with some sensible upgrades'
David Hickman

Blasting ahead

Stephen Blower, technician at Crafted Classics & Tuning, began stripping down the Moke in July 2023. As cars go, this has to be one of the quicker and simpler models to strip, and Stephen soon turned it into a bare tub. He and Chris created a memorable photo of the stripped body with all the parts laid out nearby and sent it to David. 'It was a sobering moment,' says David, 'and I knew we were committed!'

Stephen and Chris despatched the body tub to Maldon Shotblast, which took the paint off, and then it moved on again to Factory Lane Autos in Halstead, Essex. They would assess what was revealed by the blasting process and decide how best to return the Moke's body to perfect, painted condition, ready to be built up. Glenn Cass is the boss at Factory Lane, and he describes what they found.

'The old repairs were sound enough but not something I'd want to paint over, because we'd have to use a fair bit of filler,' says Glenn. 'When we met David and he said he wanted it to be the best it could be, we knew where we were going. All the cosmetic panels were planished by hand – that's hammering, shrinking the dents and using heat to get everything as good as possible in the metal. Where we couldn't get to both sides of a panel, we used lead loading to correct the surface.' The lead loading method was favoured because of the artisanal pride Factory Lane takes in its work, and because the finished result is, in theory, less likely to flake, bubble, react, chip, or crack, especially on the areas of the Moke tub where people might stand to get into the car.

Because of the standards David wanted, Glenn's team painted the car in four stages – the underside, then the engine bay, then the interior and finally the exterior. This meant lots of masking up each time but guaranteed no overspray of the 2K solid Snowberry White. This approach, plus the crowd of detachable Moke parts needing to be prepped, painted and polished up, led to a three-month stay with FLA before the tub returned to Chris.

With the shiny white tub ready to go into build, there was only the question of what would be attached to it – everything that came off, or new and improved options that David fancied? In practice, it was a bit of both… and not always in a sensible order.

Mission creep

'If David had said, "I want the best" from the off, then the process would have been slicker,' says Stephen. 'But you don't always know what you'll be satisfied with or what's available, until you come to that part of the job.'

The front and rear subframes are important components on any Mini and it was a blessing that the original items on the Moke had survived well, needing nothing more than a strip and re-paint to look smart. New pins for the suspension top arms would tighten things up and new front hubs allowed the fitment of Cooper S-type 7.5-in brake discs. But the question was, would the rest of the running gear suffice?

'After we'd started rebuilding the front subframe, David settled on the Level 1 handling pack from MED Engineering,' says Stephen. 'It provides both a bottom arm and tie bar with stainless steel rose joints and has two benefits: the steering is much crisper, and it allows adjustment of camber, castor and toe. The standard set-up only lets you adjust the toe.'

Finishing the suspension rebuild meant replacing the rubber cones and trumpets at the rear – the rust-prone metal tubes that take the 'shove' to the cones when the suspension arm is deflected. But what about dampers? Surely something weighing barely half a ton doesn't need much? Chris disagrees.

'The Bilsteins with internal damping and rebound settings are better to start with than the cheaper ones with external, user-adjustable settings, and they're worth the extra money.'

Later, though, when Pirjo saw the car, her keen eye for colour objected to their gaudy yellow and blue paint peeping out from each of the Moke's tiny wheelarches, so they now wear damper socks in a much more sober black.

While Stephen was busy building up the subframes, Chris could fit a new wiring loom to the tub. The old one didn't have any particular faults, it was just very tatty and ugly and had suffered the usual bodges here and there over the years, so why risk or spoil the project by economising on the smaller things?

The same attitude applied to the fuel tank: the original had a hole in it caused by a previous poor-quality repair, and because new items are available, one was duly fitted with a new sender unit. Sadly, on installation, one of the Crafted Classics & Tuning team fitted the sender unit the wrong way up. And with the float arm bent the wrong way. 'That meant the tank was in and out twice,' says Chris ruefully.

MY FAVOURITE TOOL

My favourite tool
'There's a bush that supports the gear selector shaft as it passes through the differential housing,' says Chris Hamilton. 'The housing is such an awkward shape that you can't press this bush in, so you place this piece of specially turned-down steel bar into the bush and knock it in with a mallet. Or if you're removing an old one, you can draw it out with a threaded rod. These bushes wear and allow excess play in the gearshift, so it's a job worth doing, and once I'd had this tool made, it was easy.'

As a Moke is best enjoyed – roof down, jump in, hang on!

Like new but even better – extra gauges very helpful

Worth the wait: David, Chris, Pirjo and Stephen in a happy place

When a plan comes together

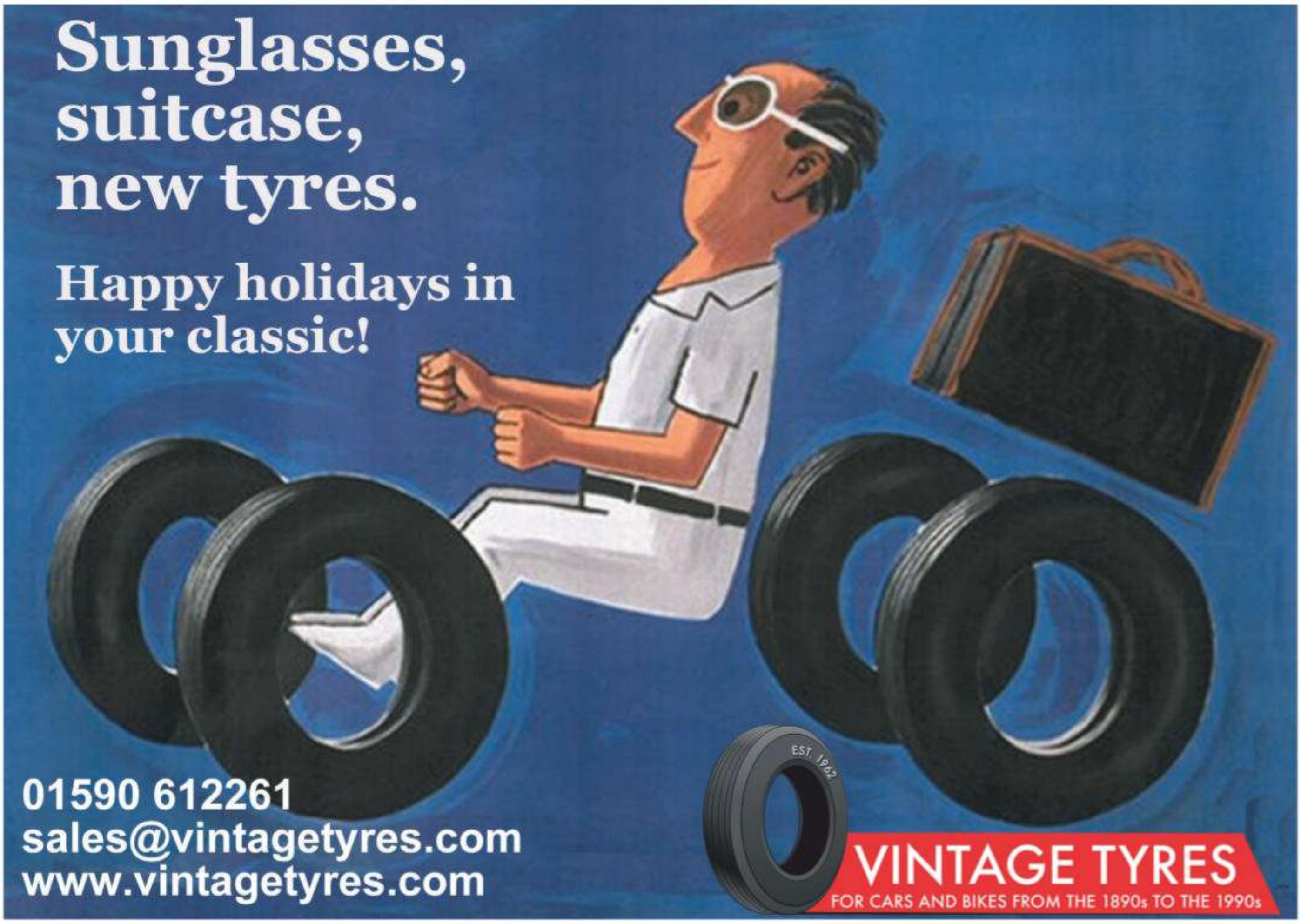
It made sense to build up as much of the subframes as possible off the car, but it still needs Mini knowledge to understand the right order of business, as Chris explains. 'At the front, we only fitted the bottom arms and tie bars to the subframe, then once in place, it was assembled from the top down – the rubber cones, the top arms, then slotted in the hub unit and the top and bottom ball joints attached. At the rear, Stephen built it up almost completely but without the trailing arms, because they're heavy and make it awkward to manoeuvre the subframe into position.'

Stephen built up the dashboard, renewing switches and connectors to match the increasingly spectacular standard of the rest of the car. All except the speedometer, which appeared too good to need attention. This would turn out to be wrong. 'It was the only dash item we didn't refurbish or replace,' Stephen says. 'It seized and broke the cable. Getting the cable out of the gearbox is a pain, because the bulkhead sticks out further on a Moke than on a Mini, so you have to jam your hand past the bulkhead and hope you have room to get the broken bit out and twiddle the nut to remove it. You need small hands!'

Re-trimming a Moke is a very simple task thanks to the basic construction of the Moke's seats: flat steel on steel tubes, with vinyl-covered cushions held on with little straps and twist fasteners. Whip the cushions off, wipe them down and hose out the bare steel tub… If you're confident the paint and rustproofing are good. These cushions are available off the shelf, as is the hood, thanks to the efforts of Moke specialists like M Parts and Runamoke. David sourced and supplied what was needed, Stephen and Chris fitting both to bring the project close to completion. A new windscreen (the old one broke), some smart new lamps and lamp lenses and a set of the correct-sized tyres with that distinctive rugged tread finished the job.

'In terms of being over budget, HS2 is nothing compared to this,' jokes David, but you can tell he and Pirjo are delighted with the end result. 'All these decisions to fit something better – like the suspension upgrade when Chris and Stephen had already built it up and I was asking them to re-do everything – it stems from our sheer excitement about the project. I'm sure this must be about the best Moke in the country now, and it should pretty much last forever. We're going to enjoy it.'

NEXT ISSUE
NISSAN SKYLINE R32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1973: just room left for the coat hangers

1975: Switzerland to Calais – train takes the strain

[Life Cycle]

LIFE STORY OF A

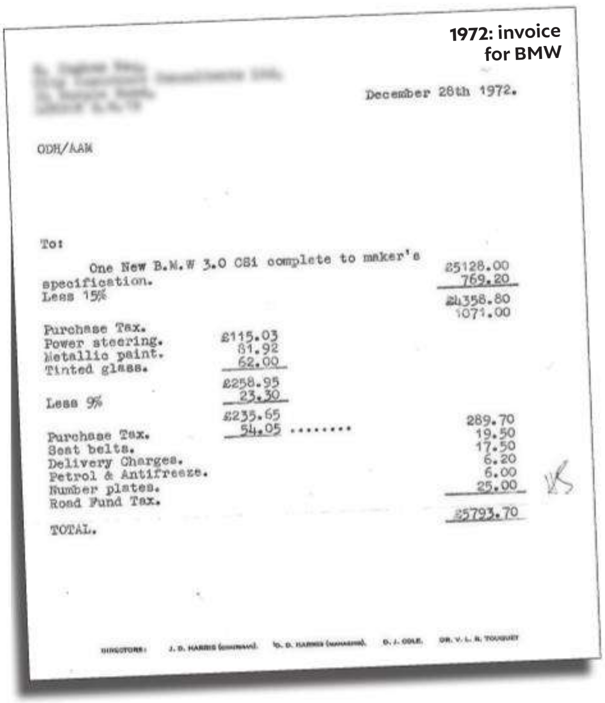
BMW 3.0CSi

Squeezing a dinghy plus outboard motor into the boot and driving 900 miles in one go was a regular holiday treat for this well-travelled BMW coupé and its long-term owner

Words RICHARD MASON Photography IAN SKELTON

3 January 1973 – first registration of OPF 522L

On 28 December 1972, City Assurance Consultants, the company Richard Ingham worked for, pays £5793.70 for his latest company car, a BMW 3.0CSi. Optional extras included power steering (£115), Polaris (silver) metallic paint (£82) and tinted glass (£62). Interestingly, the invoice displayed a 15 percent discount off the basic price of £5128 for what is a rare car. Richard says there's conjecture as to how many were built but it seems the number tallies only a few hundred. 'I bought the BMW through a broker called Car Consultants (USA) Ltd because it could get discounts that the main dealer wouldn't give. Nevertheless, I picked the car up from a BMW dealer in Cobham. It was a freezing cold day – winters aren't like that now – and I remember driving back to my office and skidding on a patch of ice in Wimbledon Village. That was nearly a complete disaster but fortunately no damage was done.'


1972: invoice for BMW

[redacted]

December 28th 1972.

ODH/AAM

To:

One New B.M.W 3.0 CSi complete to maker's specification. £5128.00
Less 15% 769.20
£4358.80
1071.00

Purchase Tax.		
Power steering.	£115.03	
Metallic paint.	81.92	
Tinted glass.	62.00	
	£258.95	
Less 9%	23.30	
	£235.65	
Purchase Tax.	54.05	289.70
Seat belts.		19.50
Delivery Charges.		17.50
Petrol & Antifreeze.		6.20
Number plates.		6.00
Road Fund Tax.		25.00
TOTAL.		£5793.70

DIRECTORS: J. D. HARRIS (chairman). D. D. HARRIS (managing). D. J. COLE. DR. V. L. R. TOUQUET

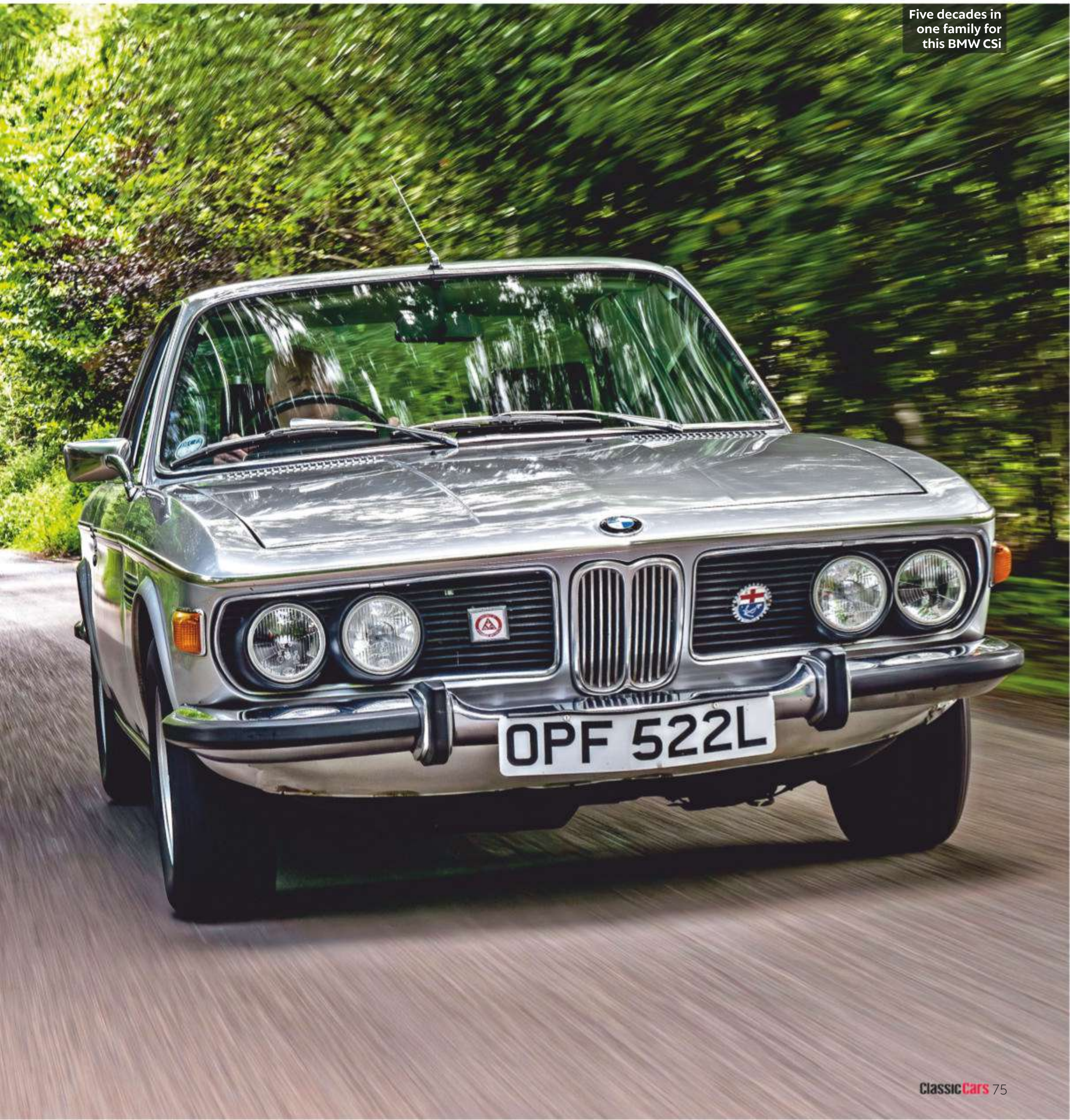
Richard's previous car was a Mercedes 350SL, but with a growing family, he wanted a Mercedes 350SLC which had proper rear seats that could take his two girls. 'The trouble was the SLC was £1700 more expensive than the BMW and nobody then could get a discount on a Mercedes. Worse still, there was a long waiting list – possibly up to three years – to even get one.' Some years earlier Richard had owned a BMW 1600 which proved satisfying, so he was happy enough to revert to the Bavarian brand. 'I was immediately impressed with the 3.0CSi, especially its comfort and performance. In May 1973, my wife Judy and I celebrated our tenth wedding anniversary by driving it to Hotel De France in La Chartre-sur-le-Loir, just south of Le Mans. We'd honeymooned there ten years before and it's also where John Wyer based his Le Mans team. His cars with their pale blue and orange livery were parked in the hotel car park. It was great driving on comparatively empty French roads – they really brought out the best in the CSi.'

In more congested surroundings, Richard commuted 10 miles each way from Ashtead, Surrey, to his office in Wimbledon, from where,

1975: we're all going on a summer holiday

TOILETTES
SN

1978: toasting a long run through France to Calais



Five decades in one family for this BMW CSi

2003: enjoying French roads

Richard fond of CSi after five decades

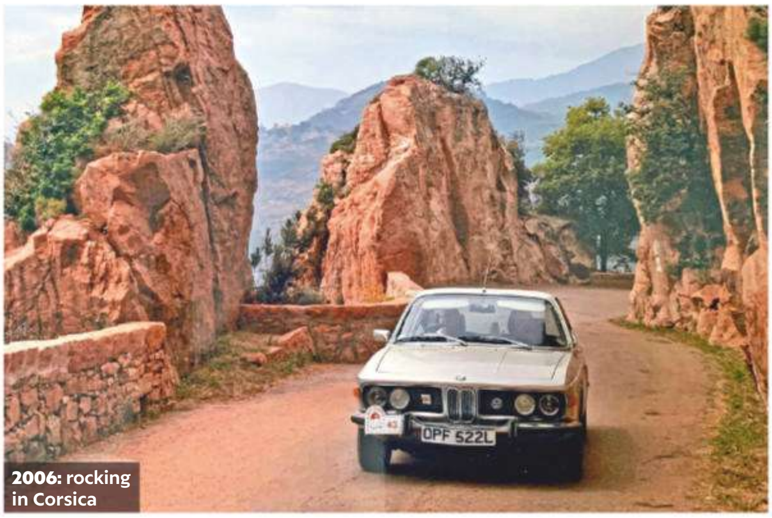
as an insurance broker, he often drove to see clients. One of his specialities was arranging life insurance for people engaged in motorsport, not the easiest thing to do back then. 'It was important to visit customers in a car that didn't look too flash yet showed a certain taste and I think the BMW achieved that.' One disappointment was the car being equipped with cheap tyres. 'CSi stands for "Coupe Sport injection" and with a name like that I expected it to have Michelins, especially because then they were standard equipment. Instead, it came with a brand of German tyres I'd never heard of. The roadholding really was appalling and after 10,000 miles they were useless. I couldn't wait to get a decent set of Michelins fitted, which transformed the handling.' Richard pauses to consider if the tyre choice was why he got a discount on the car in the first place. He chuckles. 'We'll never know.'

The CSi became a regular visitor to Aiguebelle in the South of France, transporting Richard, Judy and their two daughters with an inflatable dinghy plus outboard motor. 'We visited at least once a year. It was an 1800-mile round trip staying in a lovely hotel by the beach from where we launched our dinghy. Now, it's hard to believe what, and how much, we crammed in the car. The priority was the dinghy. We would fold it up and put it in the boot along with the outboard motor, leaving little room for our luggage. We squashed everything we could around the edge of the dinghy and put the rest in the back of the car with the girls sitting on top. Of course, there were no rear seat belts back in those days!

'The route through Northern France was boring and back then it wasn't motorway the whole way. In 1975 we decided to put the CSi on the train for the return trip. However, we liked driving so we thought it would be rather fun to drive to Lyss near Bern in Switzerland – around 450 miles from our hotel – and pick up the train there.' Richard recalls heading along the Côte d'Azur and then up to Avignon before turning eastwards towards Annecy on the edge of the Alps. 'It was a wonderful drive, taking in cities such as Geneva from where we ran along the edge of the lake for around 60 miles until we reached Lausanne. Heading North near Lake Neuchâtel, we arrived in Lyss in time to board the 9.15pm train back to Calais.' Richard has a copy of the French invoice dated 6 September 1975 which specifies the BMW's length as 15ft 3in rather than using a more up-to-date metric measurement. Richard chuckles. 'I expect that's because they simply wrote down what I told them.' The cost is shown in sterling as £117.

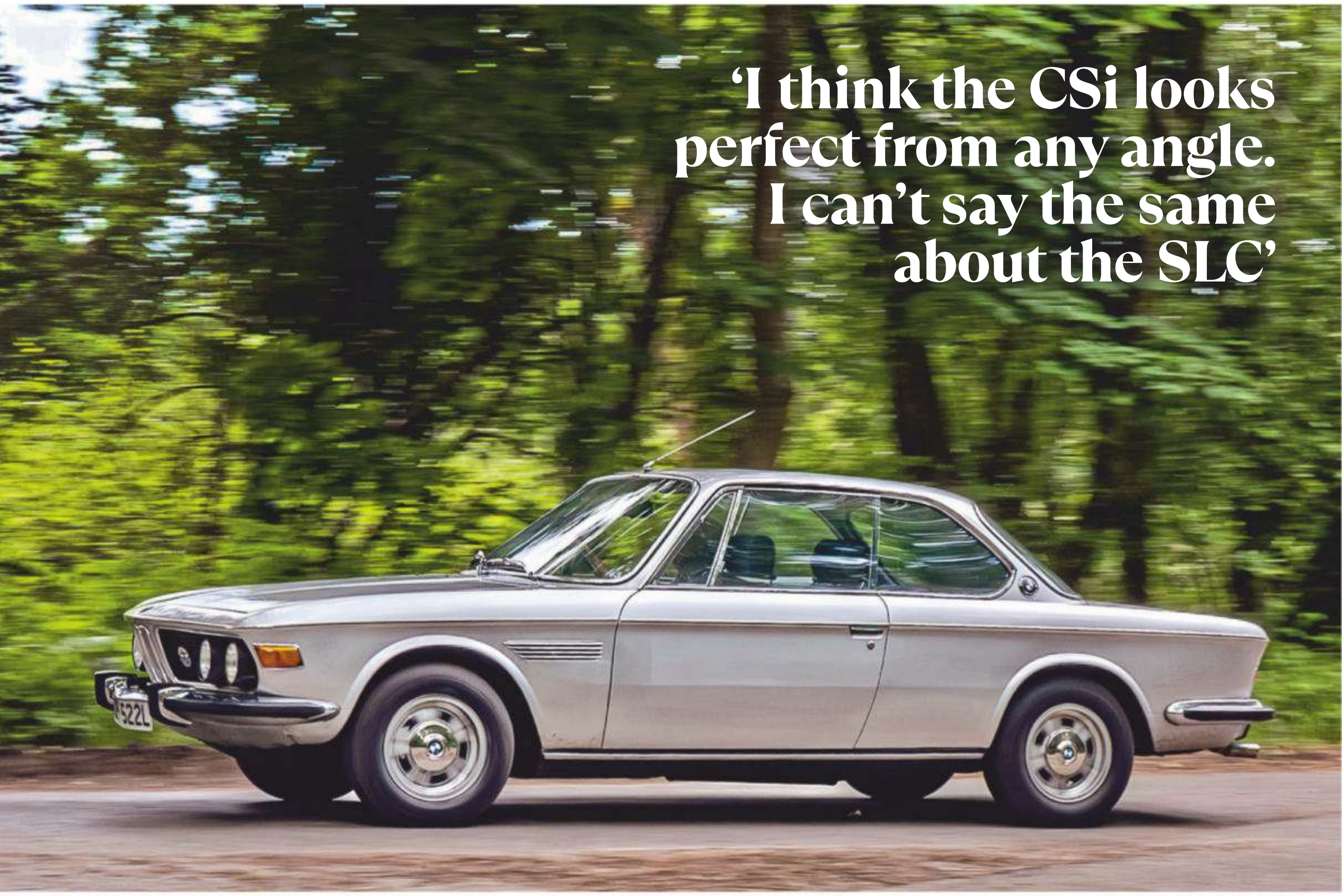
In 1977, Richard bought a villa in L'Escala, just over the French border in Spain. 'Property was cheaper in Spain, and although it might look further away on the map, the distance to home was identical. On one occasion, in the late Seventies, we left the villa in the middle of the night and arrived home only 18 hours later.' Richard still has Judy's notes with 34 entries showing them leaving at 3.30am, crossing into France 45 minutes later with a comment saying 'Empty'. Over the next 12 hours they stopped three times for fuel and nine times at various péages before arriving at Calais at 3.25pm, having covered 801

2006: Ferry to Corsica


2006: rocking in Corsica

2006: en route to Cote d'Azur

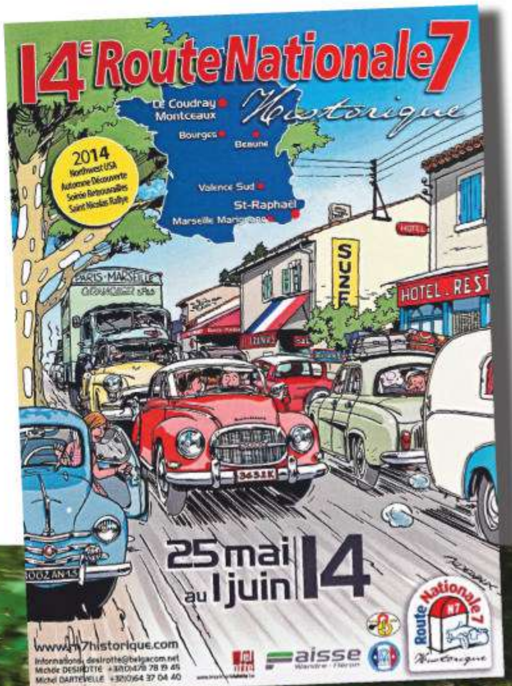
2006: Avignon RN7 event



‘I think the CSi looks perfect from any angle. I can’t say the same about the SLC’

2006: the RN7 and the swinging Sixties

2006: mountains in Provence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2014: flyer for RN7, known as France's Route 66

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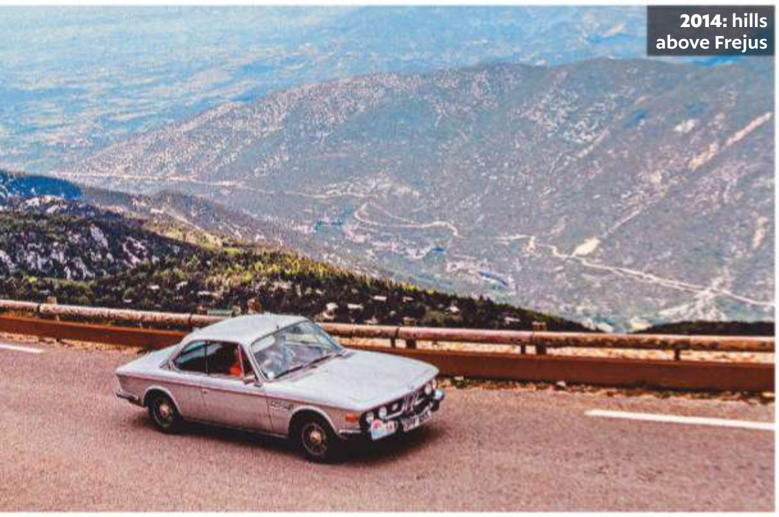
2014: car 14 on RN7 Historique

2014: Richard and Judy set off on RN7 event

3.0 CSi
OPF 522L

Grand tourer: CSi devoured high mileages



2014: hills above Frejus

Retrim points to fanatical ownership

CSi interior has many road trip stories to tell

2014: RN7 overnight near Roanne

‘Comparatively empty French roads really brought out the best in the CSi’

miles. Richard’s recollection is that they averaged 72mph. ‘The CSi is a fast car with a top speed of around 130mph and it was comfortable at high speed for hour after hour. The average fuel consumption was 18.5mpg. You couldn’t do that today with crowded roads and speed restrictions. Over the next few years, we would make that trip three times a year, at Easter, July and October. And each time we would do about 2300 miles in total.’

Mechanical issues were few, although Richard recalls the water pump failing after only three years. ‘I had the car towed to the Cobham BMW dealer over the weekend, leaving a note on the windscreen saying what I thought the problem was. When I rang on the Monday, it confirmed that it was the pump that was the issue and that I could collect the car that evening. I was impressed. The only other problem was that the rear lights failed on the way to Spain. I drove through the night using the high-intensity rear foglight. That was fixed in Spain.’

1978 – Richard buys the CSi from his company

City Assurance Consultants ran its cars for five years or until they reached 60,000 miles. ‘Coincidentally, I think I hit 60,000 miles around the five-year mark. I’d decided to replace it with a Mercedes 350SL, also with manual transmission. But when it arrived, I just couldn’t get on with it. The BMW had a much nicer gearbox. I think you need a transition period between owning a Mercedes and a BMW and vice versa. So after a fortnight I sold the Mercedes and possibly made a £1500 profit, simply because of the three-year waiting list. But I’d bought the CSi from my employer because I liked it so much, and that convinced me to get the latest model, a BMW 635CSi, as my next company car.’

However, Richard hadn’t forgotten his smaller CSi. ‘Around 1980 I took all the chrome trim off because the paintwork was beginning to look tired. BMW paintwork then wasn’t a patch on that from Mercedes. The beginning of the end of the paintwork was in 1975 when I put the CSi on that train home from Switzerland. It was on the lower deck of the wagon and rusty water dripped on to the roof and bonnet the whole way across France. I got most of the stains off with T-Cut but it wasn’t as good as before, so it had a total respray by the Cobham BMW dealer that had supplied it. It wasn’t a bare metal, glass-out job, but the end result was still pretty good. By this time, the velour front seats were quite worn, but only where the seatbelt came across the seat at the top. I had a contact at BMW who, after great difficulty, obtained the right material so that I could have the seats reupholstered. I was quite fanatical then and I wanted the CSi to look immaculate.’

At this point, Richard was leading a busy life and the CSi was locked away in old former stables nearby along with several of his other cars. ‘It was a nice car to have as a plaything and it was jolly useful to have as an alternative business car when I was waiting for a new company car to arrive. When I knew I was going to use the car again, I would charge the battery overnight. It was never left on a trickle charger, but it was covered with a dust sheet. One thing I noticed over the years was the door check straps failing on both sides. I must have replaced them about three times.’ Richard started his working life as an

2014: France, so many vineyards so little time

Straight-six engine has had very few issues

2014: IAM and Lloyd's Motor Club badges mark Richard as a classic enthusiast

2024: home in winter quarters

apprentice motor mechanic before changing tack, so his mechanical skills were used on his various cars.

Richard and Judy had taken the BMW to the Continent in 2003, 2005 and 2006. 'By July 2006, the paintwork was looking rather tired after 20 years since the last respray,' says Richard. 'This time the work was done by a small specialist company with whom I had a good rapport.' Richard's care for his cars extends to rotating both the front tyres to the rear diagonally to even out the wear, but in 2011 the CSi gave him a shock. 'I wanted to jack all four wheels off the ground to make the swap easy. As I started jacking the car up the nearside sill started bending at the jacking point. Clearly it was corroding from the inside out. That was expensive to have fixed. Ironically, the repair was by a small garage called the SEC Shop.' A cheap fix was when the blower motor stopped working, around 2010. 'A fellow director's father was good with electrical things, so I took the motor out of the car and gave it to him. And in no time at all he'd fixed and returned it.'

In his retirement, Richard has developed a passion for regularity events, typically four or five-day events around June. However, his most spectacular achievement is driving around the world in 79 days. 'I did that in a Bentley in 2000, and in 2006 we did the French Route Nationale 7 in the CSi. It's the road from Paris to Menton that used to be known as the 'Route des Vacances' because it was a main holiday route. Some now refer to it as France's "Route 66". It wasn't terribly competitive, but we met some very nice people and we thoroughly enjoyed it. Judy read directions from a tulip map and we had to arrive at certain stops within a specified time frame. We went over to Corsica on that trip as well. At the end of the event, we all dressed up in wigs to try and look like we were from the Sixties. We did it again in 2014.'

Richard confesses to being spoilt for choice when it comes to cars. 'I've got a few other old cars and I like to use them all. And of course, if machinery isn't used, it deteriorates. More recently Judy and I have made several trips to the south of France and Switzerland in the CSi, which accounts for it now having completed 100,044 miles.' Richard has bought and sold many cars over the years and it's interesting to know why the silver BMW coupé is a keeper. 'I'm definitely swayed by the shape of pretty things and I really like the shape of the CSi. I also have a Mercedes-Benz 450SLC, and when I look at the two cars together, I think the CSi looks perfect from any angle. I can't say the same about the SLC.'

Richard then recalls an instance when someone else admired the car. 'I was stopped at the traffic lights and a white van pulled up beside me. The passenger wound down his window and shouted "Have you had it long, guv?" I said I'd had it since new. He replied. "I said to my mate I bet that old bugger up front has had that car since new!"' Even if it's not appreciated on the Sutton bypass, the CSi still has a place in Richard's heart after more than 50 years of ownership. 'It's a nice car, and I'm very fond of it,' he says. 'It's part of the family.'

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SPORT FOR ALL

Fiery Renault superminis have built themselves an enthusiast reputation as athletic and fun-to-drive small cars. With more power and focus, Nineties performance Clios offer bargain modern classic opportunities

Words JETHRO BOVINGDON Photography JORDAN BUTTERS, DEAN SMITH

CLIO CUP
S80 CUP
LV05 XEM
BF58 BTZ
C10 WLM

All five have huge va va voom. But Williams is the Holy Grail

Nothing three-wheels round corners the way the Clio Williams does

Distinctive blue dials make sitting behind the wheel even more joyous

F-type 2.0-litre engine was punchy in 1993 – and it still is today

The hot hatchback is a proud breed of cars perfectly suited to British roads, and a type of machine that has grown evermore sophisticated and faster while staying true to its roots. This merry group of cars are also prone to the wonder of depreciation, making them accessible modern classics – providing you choose the right one.

Icons like the Peugeot 205GTi have long broken free from value loss, but some bargains remain. We're not talking second-rate stragglers either. Some of the best hot hatches remain out there at very reasonable money. Future icons that hark back to the days of the simple, lightweight, big-engine/tiny car formula. We're talking, of course, about the Clio Renaultsport. These fantastic cars are intense and agile, ruthlessly focused but playful. They balance old-school thrills with everyday usability like nothing else. But which one is best?

Renault Clio Williams

This car remains the Holy Grail among Renault hot hatch fanciers, not only because of its delightful drive reputation, but also because it was the first Clio Renaultsport. It ticks every box: a blistered-arch design developed for Group N and Group A homologation, built in limited numbers, and famously embroiled in controversy when the Williams II and III arrived, brewing anger among owners of the original. Borrowing the 'Williams' name referencing the F1 outfit that used a Renault engine to great effect, taking the Constructors' Championship title in 1992 – the same year Nigel Mansell was named World Champion – the potent MkI Clio looks dazzling in '449' Metallic Sports Blue with gold Speedline wheels.

This one looks particularly stunning. It's Clio Williams number one, originally owned by Frank Williams and now under the custodianship of Renault. It's showing just 3832 miles but, unlike many museum pieces, it's fighting fit, fully serviced and riding on tyres measuring a minuscule 185/55 R15 all around.

The Williams looks tiny, but its pugnacious asymmetric bonnet and squared-off edges give it an aggressive edge – there's

1993 Renault Clio Williams

Engine 1998cc inline four-cylinder dohc, multi-point fuel injection **Power and torque** 148bhp @ 6100rpm; 127lb ft @ 4500rpm **Transmission** Five-speed manual **Steering** Rack-and-pinion, power-assisted **Suspension** Front: independent, MacPherson struts with coil springs and anti-roll bar. Rear: semi-independent with trailing arms, torsion beam, coil springs, telescopic dampers and anti-roll bar **Brakes** Discs all round (vented at front), servo-assisted **Performance** Top speed 134mph; 0-62mph 7.6sec **Weight** 981kg (2162lb) **Fuel consumption** 35mpg **Cost new** £13,275 (1993) ***Classic Cars* Price Guide** £8000-£24,000

‘The engine buzzes and vibrates, and gnashes its teeth as the revs climb’

No blue dials, but blue trim reminds you of 172 roots

Still 2.0 litres but added sprinkling of Mecachrome

something of the junior rally car about it. Built for homologation, this Renault exceeded the racing requirement of 2500 units and then some – closer to 12,100 were made.

The Williams took the contemporary Clio as its basis but upped the ante. The 1.8-litre 16v ‘F7P’ four-cylinder grew into the 1998cc ‘F7R’. It featured bigger valves, a new and stronger crank (from the Clio diesel), a wilder cam profile, revised intake and exhaust, new pistons and con-rods, a bore increased from 82mm to 82.7mm, and a longer stroke of 93mm (from 83.5mm).

The new engine produced 148bhp at 6100rpm, but that was just the start. The Clio Williams Maxi rally cars ran Sodemo-tuned F7R engines in a much higher state of tune with solid lifters and titanium vales, producing up to 275bhp.

Let’s not scoff too much at the road car’s power though. The Williams’ 981kg kerb weight gives it a power-to-weight ratio that’s not far shy of the powerful Clio Renaultsport 172 Cup of 2002 – a more hardcore version of the Clio 172 that first appeared in 1999. Launched in 1993, the Clio Williams was a proper little weapon when it was new.

Does it stack up today? Emphatically yes. The blue-faced dials, low scuttle and grey velour trim make just being in the Williams a real treat. The armchair-like seats are surprisingly supportive, and although they don’t look sporty, they really work.

2002 Clio Renaultsport 172 Cup

Engine 1998cc inline four-cylinder dohc, Bosch multi-point sequential fuel injection **Power and torque** 170bhp @ 6250rpm; 147lb ft @ 5400rpm **Transmission** Five-speed manual **Steering** Rack-and-pinion, power-assisted **Suspension** Front: independent, MacPherson struts with coil springs and anti-roll bar. Rear: semi-independent with trailing arms, torsion beam, coil springs and telescopic dampers **Brakes** Discs all round (vented at front), servo-assisted **Performance** Top speed: 138mph; 0-62mph 6.9sec **Weight** 1021kg (2251lb) **Fuel consumption** 35mpg **Cost new** £12,995 (2002-2003) **Value now** £6500-£7500

On the move, the Williams immediately feels small and light, similar to the 172 Cup. The engine is dominant. It buzzes and vibrates, and gnashes its teeth as the revs climb. It's not musical, but sounds happy as you chase down the limiter.

The homologation Clio tops out at 6500rpm, but it delivers from way down low and gets angrier all the way to the limiter. The five-speed gearbox – a stronger unit than the one used in the 16v – has a long throw but an easy shift action, and it responds to being worked hard and fast. On the lanes around Blyton Park circuit in Lincolnshire, the Williams is a world away from the later combative Clio Renaultsport 200 and the manic 172 Cup. The suspension is considerably softer than those cars – there's more body roll, and on really bumpy roads, you slow down to avoid catching the bottom of the car.

However, where the newer Clio Renaultsports have punchy aggression, the Williams has flow. It doesn't dismantle the road but disarms it with wonderful compliance and balance.

The key to exploiting the Williams is to trust the grip that's lurking just beneath the more pronounced body roll, pitch and dive. And to use the Williams' greatest gift of all – a centre of balance that feels like it's right underneath your hips. The car pivots around you, literally putting you at the centre of the action. This not only grants it fantastic agility and adjustability, but also creates an incredible insight into the grip you're working with at any given moment.

Then, just when you think it's about to run out, the Williams finds another dimension. You turn, the body leans but then steadies itself. Apply some power and feel the front tyres start to struggle. It's on the edge of understeer, but the rear comes into play in the nick of time. The outside rear tyre loads up, the inside wheel lifts and the Williams carves around the corner on the perfect trajectory. It's like magic – and it does it on every corner. Nothing three-wheels like a Williams.

So yes, the original iconic Clio still delivers. The reinforced front subframe from the Clio Cup racer, the 34mm wider track, different wishbones, wider alloy rims, and revised springs and dampers – combined with the new engine and gearbox – really did create the blueprint for the hot Clio.

Is the Phase I Williams not just the original but also the best? It may have raised the ire of many customers, but suddenly the decision to build the Williams II and III seems inspired. A car this good deserves as big an audience as possible.

Clio Renaultsport 172 Cup

Climb inside the Clio 172 Cup, introduced in 2002, and the omens don't look good. Your eyes fall on the hilariously awful polyester-feel seat material, the metallic blue flashes of plastic that try (and mostly fail) to lift the interior ambience, the slightly-too-high driving position and the chunky gear shifter.

But fire up the 2.0-litre four-cylinder engine with its characteristic harsh metallic buzz and roll out onto the lush B-roads that surround Blyton Park, and you'll discover the timeless, positive qualities of the Cup that make is so special.

It feels small and agile, with firm but brilliantly controlled damping. It seems to tread lightly over the road surface while somehow managing to extract masses of grip from its 16in tyres.

Most of all though, it feels stuffed with engine. The gutsy F4R unit was tuned by precision engineering company Mecachrome that built Renault's F1 engines, and comes at you from all angles. It fizzes through the gearlever, percolates through the pedals, almost rattles the windows. The incredibly sharp throttle response and almost inertia-free acceleration confirm your impression that this is a small car positively bursting with motor.

At this stage it's worth remembering the Clio story so far, and what the Cup did to intensify the experience. The first Clio 172 (now referred to as the Phase I) arrived in January 2000. The

S80 CUP
RENAULT sport
Clio
RENAULT elf

172 Cup is up there among the ultimate trackday hot hatches

response was positive but not overwhelming. Everyone loved its performance and attitude, but cars like the Ford Racing Puma won the plaudits. The memory of the Integra Type R was still fresh and Peugeot's 106GTi was still the king of the diminutive hot hatches. When the Phase II second-generation Clio arrived in June 2001, recognition started to grow despite its largely unchanged formula. Suddenly it was winning group tests and being mentioned in the same breath as the accepted greats.

The Cup moved the game on further. A lightweight entry-level model, the new hot Clio cost just £12,995 – in comparison the less powerful 165bhp R50 Mini Cooper S cost £14,500, and the much smaller Volkswagen Lupo GTI with 125bhp was £12,980. Other rivals included the £15,115, 160bhp MG ZR160 and, from 2003, the £14,995 Peugeot 206GTi 180 with 180bhp. Pitted against this competition, Renaultsport was full of confidence and the Cup was not messing around. It lost its air conditioning, sound deadening and – somewhat incredibly – ABS. It gained lighter seats, Speedline alloy wheels (the offset widened the track by 10mm), and thinner glass. The Cup took its brief as seriously as the Group N homologation car it was – and even more seriously than the Williams – weighing just 1021kg.

Unsurprisingly, it was a hit. Renault sold 2302 in the UK, and a Mondial Blue hero was born. Today, they remain affordable – a very clean low-mileage car is worth £6500-£7500, double what some high-mileage examples go for.

The big issue for all hot Clios is the ever-looming cambelt and dephaser pulley for the variable valve timing change, which will set you back the best part of £900 and needs doing every five years. That's a bigger investment than many are willing to drop on a tatty example. For that reason, these cars are starting to disappear. But this Cup is more than clean and honest. It's fabulous. Out on the bumpy Lincolnshire roads it's so exuberant. It three-wheels from one corner to the next, front end dialled in, rear always dancing on the edge of a slide to fight-off understeer.

The 172 Cup feels so nimble and so up for a fight that you can't help but drive it like the ultimate hire car. The engine is torquey: you could stroke it along on the midrange and make decent progress. But you don't. You stretch out each gear to the very last moment. You brake hard and heel-and-toe to get it back in the fieriest part of the rev range, and you jump on the throttle out of turns because the chassis affords so much traction. It's all-action, all-noise, all-consuming and genuinely hilarious.

On the circuit, with room to really explore its full repertoire, that intensity and adjustability is even more in evidence. You can drive it deep into corners on the brakes and then power out neatly or flick it in on a trailing throttle to loosen the rear and slide spectacularly into the apex. The Cup seems happy either way. It just soaks up the punishment and communicates so clearly through the steering and seat. This is ultimate front-wheel-drive motoring: edgy enough to be exciting, but not so pointy that you're on the edge of an accident all the time.

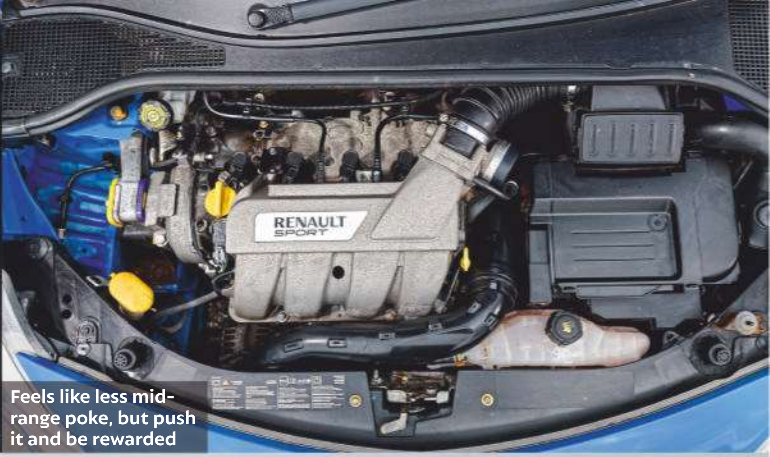
Its weakness is that lack of ABS. In fact, the brakes get grumbly quickly on track, and on the road ABS is critical. Many people bemoan ABS and love the purity of cadence braking, but in a car that can carry this much speed and is set up for agility rather than pure stability, it would be nice to have the peace of mind of an anti-lock system. This car deserves and demands to be exercised at all times and anything that empowers you to do that has to be a good thing. But even without it, what a fantastic car.

Clio Renaultsport 197 Cup

Following the 172 Cup, Renault increased the power of its hot Clio in 2004 to create the – imaginatively named – 182 Cup. Like its 172 Cup predecessor, the 182 Cup variant came with a

> 'It's all-action, all-noise, all-consuming and genuinely hilarious'

Fixed steering wheel typical of the 197's lack of amenities



Feels like less mid-range poke, but push it and be rewarded

Science keeps rear wheel planted – but it's still up for fun

lower and stiffer 'Cup' chassis as standard and lacked niceties when compared to the full-fat car.

The Renaultsport hot hatch benchmark was exemplified in the run-out 182 Trophy model of 2005 with its Recaros and remote-reservoir Sachs dampers. These had a separate chamber to accommodate almost 50 percent of the oil and gas, allowing for a thicker, stiffer damper rod, better thermal stability through increased oil volume, and improved valving performance. This helped the Trophy kick the backsides of the BMW E46 M3, Chevrolet Corvette C6, Lotus 340R, Subaru Impreza WRX and the Volkswagen Golf R32 in contemporary magazine group tests.

Now picture being given a recipe of ingredients that weighed a lot more than those used in the 182 – despite an early electric power steering system instead of hydraulic – all with essentially the same engine to haul it around. Therefore, it's little wonder that the third-generation Clio got off to such a difficult start when the 197 launched in 2006 – all 1240kg of it.

The Clio 197 Cup was introduced in 2007, along with the F1 Team R27 special edition that celebrated further F1 success in the mid-2000s. The Cup's aim was to narrow the Clio focus. It had a 7mm ride height drop, stiffer springs (27 percent at the front, 30 percent at the rear) and revised MacPherson struts. It was lighter too, and like before it dropped luxuries such as cruise control and even steering column adjustment.

The 197 Cup couldn't feel more different from the hand-grenade explosiveness of its expressive 182 Cup predecessor. This was a whole new approach to the hot hatch – locked-down, more efficient, supremely neutral and offering much greater stability, it's as if the Clio had sprouted slick tyres and wings.

At first, that makes the 197 Cup feel *too* serious. But you soon learn that although the thrills are different, they simply require the same approach. Use every available rev, hit the gearshifts hard and fast to keep the engine screaming – the 2.0-litre engine feels a little weedy in the mid-range with those extra kilos to pull – carry the speed, and feel the chassis' innate balance and traction. If you push past the flat initial impression and give the 197 Cup its all, it starts to make sense.

The six-speed gearbox is lovely and precise, the four-piston Brembo brakes are so much stronger and the chassis remains adjustable, but it works on a slightly tighter leash. You can still use the weight transfer to tighten your line and even break the rear loose, but on the road you're well within the limits of the chassis or playing around the edges. In comparison, in the 172 and 182 you've barged through the limit and are jumping up and down on it with abandon. On track you can sense the potential within the 197 Cup. It feels stiff and responsive but the light, sticky steering, long gearing and slight reluctance to really cut loose nag away at you. Frankly, it feels like a warm-up act.

2007 Clio Renaultsport 197 Cup

Engine 1998cc inline four-cylinder dohc, multi-point fuel injection **Power and torque** 194bhp @ 7250rpm; 159lb ft @ 5500rpm **Transmission** Six-speed manual **Steering** Rack-and-pinion, power-assisted **Suspension** Front: independent, MacPherson struts with coil springs and anti-roll bar. Rear: semi-independent with trailing arms, torsion beam, coil springs and telescopic dampers **Brakes** Discs all round (vented at front), servo-assisted **Performance** Top speed: 139mph; 0-62mph: 6.9sec **Weight** 1240kg (2734lb) **Fuel consumption** 33mpg **Cost new** £14,995 (2007) **Value now** £3000-£8000

Clio Renaultsport 200 Cup

It's incredible to think that just three years separate the first Clio 197s and the Clio 200 Cup. The early car doesn't feel comfortable in its own skin; everything feels a bit too safe. The shift of mindset to the philosophy of the 200 Cup is genuinely shocking. Any sense of reluctance has disappeared: in its place there's a breathless, no-stone-left-unturned swagger. The 200 Cup is stiff, manic, noisy, angry, fantastically focused, and just utterly mad. While it may lack the little car/big engine tearaway feel of the earlier machines, the 200 Cup makes up for it with a tarmac rally car vibe that is completely addictive.

Let's start at the beginning. The 200 Cup goes through every detail of the Clio III and improves each dynamic facet. A revised cylinder head, variable valve timing and ECU programming see a little boost in power. More importantly, the torque delivery is improved at low revs and in the midrange. That's boosted further by shortening ratios one, two and three to help you keep the engine spinning fast. The 200 Cup also benefits from a 7.5 percent faster steering rack and has Renault's specially developed Perfohub front double-axis suspension system to reduce torque steer and increase precision.

As with the 182 and 197, you could go for the full-on, stripped-back Cup or a normal 200 with Cup suspension. We're driving a proper Cup, with ABS and even stability control. However, the rear bench seat looks rental car basic, the mirrors lose their power assistance, and climate control is ditched in favour of manual air conditioning. Overall, the ambience is fairly low rent.

However, the critical things are so right. This car has been fitted with the brilliant optional Recaros cover in a gorgeous lightweight fabric. The gearlever is perfectly positioned – much higher than in the earlier cars and more in line with a competition car. The six-speed gearbox has a tight, short throw and feels fantastic. The steering wheel feels great, too. Behind it, the rev counter has a yellow background and reads all the way to a big red '8'. That's important – you want to be up in that region as often as humanly possible. Sadly, the seat is set a little too high – a trait of all Clio Renaultsports.

However, once you're locked into position in the Recaro, the 200 Cup does feel bigger. The shoulder line is higher than the second-generation Clio's, and visibility isn't a patch on the earlier car's fantastically airy feel. There's less slack everywhere though. The pedals are more substantial, the steering doesn't hum with feel but it's very quick and precise, and the gearbox works brilliantly quickly once you're used to it. The powertrain has a sense of tension that's like a period Porsche's or Honda's – hit a fast upshift and there's no shunt. It's almost like the seamless feeling you get with a dual-clutch transmission.

It's a big clue as to how far this package has been honed to eradicate all traces of sloppiness. The shell feels rigid, the four-pot Brembo brakes are phenomenal, and the suspension is extremely stiff but the dampers have a knack of dealing with everything a road can throw at them with one decisive stroke. All these elements are wrapped into a cohesive, fully formed whole. A dynamic experience without weakness and expertly balanced to create a car that's simply intuitive.

Don't think that means effortless and detached, though. This little car is intensity itself. It takes a road apart in endless fast jabs that leave you dizzy. The shorter gearing of the 200 Cup breathes life back into the F4R in the midrange and it revs even harder at the top. It turns in securely but so sharply that you need to immediately open the steering a little to find a nice clean arc. Before you can blink, you're out of the corner, grabbing another gear, feeling the dampers suck up the surface and keep the body level. Over bigger bumps you might hop and skip, but the landings are clean, and they don't upset progress.

It's all part of the energy storm of the 200 Cup as it goes into maximum attack – as if you're following in the tyre tracks of Clio Williams rally drivers Jean Ragnotti, Philippe Bugalski or Alain Oreille chasing the bends on the Col de Turini. It's awesome fun.

It's also genuinely capable on the track. Very few road cars feel truly comfortable on a racetrack, but the 200 Cup is one of them. The brakes stay true, the tyres work hard but there's not so much weight that they're getting hot and spiking pressures. The engine and gearbox encourage you to wring the maximum.

C10 WLM
CL10 CUP
GB

CLIO
CLIO CUP

Clio 200's sum total is far more than its three extra horses

You're shaving tenths of a second, trying lines, learning how best to exploit it, just like you might in a race car.

As the ultimate sign-off of the normally aspirated Clio Renaultsport dynasty – before dual-clutch boxes, five doors and turbocharging came along – the 200 Cup stands as a timeless reminder of how a little front-wheel-drive car with quite humble roots can offer a driving experience from the very top drawer.

By now you will have got the picture. I'm a big fan of small, performance Renaults, and these cars all have something special in their bones. From the Williams to the 200 Cup, all of these Clios tingle with pure driver thrills, and all offer a type of motoring we're unlikely to see again. Blame emissions, political persuasion or resource rationing. Best to focus on the good news instead – all these cars offer scintillating analogue fun. They will reward and delight like few other cars regardless of price, and are sound modern classics. Start scouring the classifieds now.

Thanks to *Blyton Park (blytonpark.co.uk), the car owners, plus Renault for the loan of its Clio Williams.*

2009 Clio Renaultsport 200 Cup

Engine 1998cc inline four-cylinder dohc, multi-point fuel injection **Power and torque** 197bhp @ 7100rpm; 159lb ft @ 5400rpm **Transmission** Six-speed manual **Steering** Rack-and-pinion, power-assisted **Suspension** Front: independent, Perfohub double-axis front strut system with anti-roll bar. Rear: semi-independent with trailing arms, torsion beam, coil springs and telescopic dampers **Brakes** Discs all round (vented at front), servo-assisted **Performance** Top speed 141mph; 0-62mph 6.9sec **Weight** 1204kg (2654lb) **Fuel consumption** 34mpg **Cost new** £16,930 (2009) **Value now** £5000-£13,000

Looks familiar? That's because it is, barring yellow rev counter

RENAULT SPORT

Variable valve timing and ECU tweaks gave a small power boost

RIOTOUS RASCAL

A powerful Clio Renaultsport too tame for you? Exotic looks and supercar performance made the **Clio Renaultsport V6** an instant modern classic. We drive it and see what makes it special

Words MURRAY SCULLION Photography STUART COLLINS

Run your eyes over the Clio V6 for the first time, and you're in no doubt this is one very special little car. It may bear a passing resemblance to the 172 and 182 Cup models, but the V6-powered rowdy Renault is a proper baby supercar, ripped with muscular bulges, spoilers, and air scoops. It exudes menace from every pore, the massive air intakes looking like something a teenager might draw while sat in a maths class on a dreary Monday.

Find the hidden door handle just ahead of the rear air vent, climb in, settle into the Recaro seat and look over your shoulder. Sitting there is this extraordinary car's USP. That big 252bhp V6 engine is the reason this car looks, sounds, and goes like it does. The good people at Renault were sure feeling punchy.

The dashboard resembles that found on a regular Clio from the early-2000s. Flashes of bright plastic trim mark the V6 out as something a little more special, but for what is a baby exotic, the overall layout errs on the basic. That means it isn't plagued with too many buttons to distract from the business of driving though, which once you're inside with the knowledge of what powers this particular Clio, you'll want to do without delay.

The engine fires up gruffly, with a deep but restrained bark. Prod the throttle and the V6 clears its throat rudely, the heat build-up and smells from the engine bay behind spark feelings of a much older machine. Engage the weighty clutch, slot the cold, spherical metal gearknob into first and launch the car with precision. For a blisteringly fast start, you'll need to build the revs up to 4000rpm and dump the clutch. The V6 fills the cabin – and your ears – with a bellowing war cry as the rear-wheel-drive Clio grips, digs in, and hurls forwards without a trace of wheelspin from the rear tyres. The grip is truly sensational, and

if you really want to break traction in dry conditions, you'll need to be particularly ham-fisted with the throttle pedal.

The V6 has an even spread of torque, but the power comes in two waves. It breathes deeply and pulls keenly from 3000rpm, and almost feels spent at 5000rpm. But keep pushing and the reward is epic. From 6000rpm, when the engine's variable valve timing kicks in, the Clio's acceleration hardens, and before you know it, you'll need to grab another gear from the six-speed 'box and continue the seemingly endless rush for the horizon.

At any point, if you give the accelerator pedal a firm shove, the V6 causes the Clio to squat down on its rear wheels, and give the driver a good, hard kick in the back. Renault's claimed 0-62mph time is a little less than six seconds, with a maximum speed of 153mph, but the car feels considerably quicker than that.

Inside, much of the visual drama is lost. Similarly to its less powerful 172 Cup and 182 Cup relatives, the dashboard is straight out of a regular Clio. It also shares their high seating position, but at least this gives brilliant all-round visibility. Visibility is a good commodity to have in abundance, given the Clio V6's infamously poor 13m turning circle. Get used to lots of five-point turns and edging perilously close to pavements.

Renault has previous with mid-engined hot hatches. In the Eighties, the R5 Turbo was a beast. It was fast, laggy, exciting and often sideways. Even when you didn't want it to be. There's plenty of shared DNA between the R5 Turbo and the Clio V6, and that's deliberate – Renault has always played to its heritage.

The caricatured Clio debuted as a concept at the 1998 Paris motor show. But it was no joke. Derived from the Clio V6 Trophy racers built to promote the then-new second-generation road car, the mid-mounted 3.0-litre six-cylinder engine was borrowed from the contemporary Laguna, pumping out 285bhp in racing

Humble roots, but driving experience like no other Clio

Air vents have a proper purpose

Wider track for better handling

Five alive – Clio V6 channels the spirit of its Eighties relative

guise. Along with the engine position, the rear-wheel-drive chassis concept was also shared with the R5 Turbo. The enlarged wheelarches and rear air intakes were other ideas that drew on the Seventies and Eighties rally car's heritage.

Renault commissioned Tom Walkinshaw Racing (TWR) to carry out a preliminary development and production study, and a road car build run was green-lit. The cars were handbuilt by TWR at its workshops in Uddevalla, Sweden, with the bodyshell, bonnet, roof and tailgate borrowed from the Clio Renaultsport 172. Unique to the V6, the bumpers, wings, and body side and sill panels were all bespoke glassfibre. The rear structure was also V6-specific, while the front subframe was based on that from the 172 with a strengthening cross-member. A new multi-link rear suspension set-up and a Clio Trophy front anti-roll bar were among the modifications to the chassis.

The front track was increased by 110mmm, the rear by 138mm, and a staggered 17in wheel and tyre combination aided the Clio's baby supercar appearance. A total of 171mm wider, 66mm lower and with a wheelbase 38mm longer compared to a regular Clio, Renault's exotic hatchback looked every inch the performance car. It had the go to match the show too, thanks to an increased compression ratio, enlarged inlet ports, new pistons, and a higher rev limit of 7100rpm that helped give the V6 a power output of 227bhp. The result was 0-62mph in 6.4sec and a top speed of 147mph. While the Clio V6 was only just quicker than a 172, it was the drama that mattered.

August 2003 marked the arrival of the revised car we have here. The Clio Renaultsport V6 255 wore the updated styling of the 'Phase 2' second-gen Clio, and larger 18in wheels. Power was lifted to 252bhp (255PS in metric terms, hence the name) thanks to reworked cylinder heads and a freer-flowing induction system. This improved the performance – the 0-62mph time dropped to 5.8sec, and the top speed was bumped to 153mph. Increases in wheelbase (33mm), front track (23mm) and the addition of firmer suspension, stiffer subframes, longer trailing arms and revised bump stops mean the Phase 2 Clio V6 is a more focused driving machine than its predecessor.

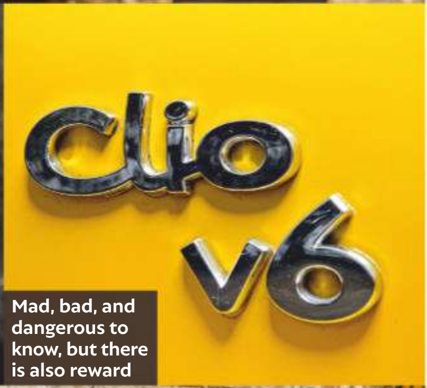
Born to immerse you on your favourite B-road, the six-cylinder Clio feels alive and responds beautifully – properly set up to turn-in sharply. The steering is light but gives plenty of feel and feedback – like a supercar. The suspension is firm, as is the damping, and it's a car that steers better the harder you drive it.

However, the Clio V6 must be treated with care in the wet, and its driver must remain aware of how much weight is slung out at the rear. In period, road testers criticised it for massive understeer followed by snap oversteer – in part because of its pairing of big power with a short wheelbase – which would be near-impossible to catch with the limited steering lock.

‘There’s plenty of shared DNA between the R5 Turbo and the Clio V6, and that’s deliberate’

Not all for show – there’s go to match too

These six speeds will become your best friends



Mad, bad, and dangerous to know, but there is also reward

RENAULTsport v6

Big engine, small car – V6 engine has Laguna roots

Truth be told, on the road, and in 90 percent of situations, that will never happen. Yes, approach a roundabout at silly speed, and treat the transition from full to zero throttle like an on-off switch, and there’s little doubt that it will end in tears. But a more mature slow-in/fast-out approach results in nothing but grip and reward. When you load it up and power through corners, you can enjoy the huge lateral g-loadings, while snugly ensconced in the Alcantara-clad Recaro seats. Driving the Clio Renaultsport V6 is nothing short of spine-tingling. The engine is alive throughout every journey, and the hydraulic power steering has phenomenal feedback.

The riotous little Renault is even more amazing now than when it was first released. Brave, bold and completely leftfield when it was new, today it is seen as a modern classic, and there is still no hot hatch-shaped car as special for the price. The absurdity and pure theatre of it all excite and delight in a way that’s incomparable. Even in sombre colours, the Clio V6 is outrageous, shamelessly brash, and through the stuffing of a huge engine into a supermini-sized package, very fabulously single-minded.

In total, 354 examples of the Clio Renaultsport V6 255s were sold in the UK between 2003 and 2005 from a production run – in-house at Renault’s Alpine factory in Dieppe – of 1309. As rare as a Ferrari F40 when it was new, the bonkers Clio is even rarer now. Numbers point to around 80 Phase 2 cars registered during the second quarter of 2024, with another 150 tucked away.

Perhaps surprisingly, Britain was the biggest market for the Clio V6 – only its drivers had the sense of humour to appreciate a car that has become much less practical, and therefore much better, than the regular model. Priced at £26,995 when new in 2003, values are now tracking at £50,000-£60,000 for a 25,000-35,000-mile 2005 car, so it’s a sound investment. That may be a lot of money for ‘just’ a Clio, but it’s a silly, characterful, loud and wonderful one, and if you consider the future, it’s something of a bargain.

It’s a baby supercar with looks and poise to die for. Non-believers can keep their ignorance – the Clio Renaultsport V6 is without doubt an exciting machine that offers an intoxicating driving experience few other small performance cars can match. It really is a super mini.

2005 Clio Renaultsport V6 255

Engine 2946cc V6, dohc, four valves per cylinder, Bosch ME 7.4 sequential fuel injection **Power and torque** 252bhp @ 7150rpm; 221lb ft @ 4650rpm **Transmission** Six-speed manual, rear-wheel drive **Steering** Rack-and-pinion, power-assisted **Suspension** Front: independent, MacPherson struts, anti-roll bar. Rear: independent, multi-link, coil springs, telescopic dampers **Brakes** Front and rear: ventilated discs, servo-assisted **Performance** Top speed: 153mph; 0-62mph 5.8sec **Weight** 1335kg (2943lb) **Fuel consumption** 23.7mpg **Cost new** £26,995 (2003-2005) **Value now** £50,000-£60,000

Five steps to buying a

Fiat 124 Spider

Fiat 124 Spider prices have softened, so now may be the time to buy the little roadster that is more distinctive than an MGB and less obvious than an Alfa Romeo

Words RUSS SMITH & RICHARD GOODING Photography JOHN COLLEY

Italian sports cars have a *bellissimo* allure to a select band of classic car enthusiasts, but don't automatically think low-slung coupés wearing the Prancing Horse badge. The Fiat 124 Spider – or 124 Sport Spider to give it its full name – is pretty and, with its twin-cam engine, five-speed gearbox, four-wheel disc brakes, and easy-to-use soft-top, sophisticated too. Cutting edge in 1966, it remained in production for 19 years, and the arrival of the modern Mazda MX5-based iteration in 2016 has renewed interest in the original.

The driving experience is also remarkably good and easy-going, and with thorough rust protection these cars can still make surprisingly good everyday classics. So much so that Quentin Willson picked the 124 Spider as our most-affordable 2024 Smart Buy.

There are still important things to be aware of though, but specialists such as Paul de Turris of DTR European Sports Cars (020 8645 5050; *dtrsports.com*) has encyclopaedic knowledge of Fiat's pert baby roadster. The rise in values a few years ago saw numerous cars of variable quality arrive in the UK, but good-quality, clean examples can be bought if you know what to look for.

[What to pay]

- The best pre-1975 slim-bumper 1.4 and 1.6-litre cars can make £18,500. Projects fetch £3500 with driver-quality cars in the teens.
- Later impact-bumper US-only era (1975-81) models may get as high as £15,500, with decent projects from £2000. Pininfarina-built 1982-on cars range from £9000 to £15,000, with last-year 1985 models at £16,500 or more.
- Top money is for limited-run performance models – pay from £57,500 for an Abarth or more than £45,000 for a very low-mileage Volumex car.

Which is which?

- Based on a Fiat 124 saloon platform shortened by 140mm, the Pininfarina-designed and Tom Tjaarda-styled 124 Spider was launched in 1966. The Aurelio Lampredi-designed 1438cc, 96bhp twin-cam four-cylinder engine drove the rear wheels through a four-speed gearbox. Cars built from 1966-1970 designated AS; those from 1969-1970, BS.
- Twin bonnet-bulged and twin-carburettor (non-US markets) BS1 version appeared in 1970 with 110bhp – US 90bhp – 1608cc engine from Fiat 125. New 105bhp, single carburettor 1592cc engine borrowed from Fiat 132 saloon fitted to 1972-1973 CS.
- CSA Abarth 124 Spider Stradale/Rally introduced in 1972. Homologation special with 1756cc twin Weber 44IDF carburettor 125bhp engine, a strengthened bodyshell, hard-top, alloy and glassfibre panels, no bumpers, Recaro seats, a rollbar, and independent rear suspension. Discontinued 1975.
- Capacity of twin-cam engine increased to 1756cc for 1973 CS1, with power bumped to 118bhp – US 87bhp. Federal impact bumpers introduced with integral front indicators. From 1975-1981 Fiat 124 Spiders built exclusively for the US market.

‘As an everyday classic, the driving experience is remarkably good and easy-going’

The pre-1975 slim-bumpered models are the most sought-after, followed by the later Pininfarina-built examples, which were fitted with 2.0-litre fuel-injected engines

- CS2 version introduced in 1978 with 1995cc 80bhp engine. Bosch L-Jetronic fuel injection added in 1979 for 102bhp CS0 model. Larger bonnet bulges and chin spoiler added. Electric windows and three-speed automatic available as options. Reintroduced into Europe in 1981. In the same year, Fiat-sanctioned, 700-unit 124 Spider Turbo CS0 launched in the US with 1995cc, 120bhp engine. Turbocharger conversion carried out by Legend Industries.
- Entire Spider production moved to Pininfarina in 1982. DS-generation launched as Pininfarina Azzura Spider 2000 in the US, Pininfarina Spidereuropa in Europe. Rear seats deleted, air conditioning optional.
- The addition of Lancia Volumex supercharger to 2.0-litre low-compression engine created 135bhp DS Spidereuropa Volumex in 1983. Fitted with 15in alloys, low-profile tyres, wheelarch extensions, suspension modifications and vented disc brakes. Metallic red or black colours. Production of all original Fiat 124 Spiders ended in 1985.

Bodywork

De Turris estimates it takes between 700 and 900 hours to restore a 124 Spider. If the car isn’t a fresh southern States import, the body will need a lot of work, because Spiders had no factory rust-prevention treatment. He also cautions that the steel used from 1979 was appalling and says the material on the older cars lasts three times as long. Panel availability is quite good but watch for poor reproduction parts. Front wings can cost between £470 and £700; original three-quarter panels £1300. If you’re looking at a car that needs bodywork, do your sums to calculate whether it’s worth it.

Doors are a big issue and are among the first areas to display rot – you’ll find it in the corners even in supposed dry-state US imports. Door skins for later cars start at £70 each, rising to £250 on pre-79 models. Complete new doors for 1966-1969 cars are around £800 each, with those on post-’79 cars at £650. There are also three different types of striker plates, which means doors are not easily interchangeable between different ages of Spider. Any car with door frame rust is best avoided.

It’s not uncommon to find corrosion in the twin tubes of the impact bumpers on US cars, and a new pair can set you back £750 without any of the rubber sections or light housings. It’s another area to check

Production of the pretty Fiat 124 Spider lasted 19 years, with an almost bewildering number of model generations

carefully. If a car does suffer, a growing number of impact-bumper cars are being fitted with the more delicate slim bumpers of earlier 124s, which are available new for £660 a set, including brackets, from Spider-Point in Germany.

Underneath, chassis legs can crack where the front crossmember bolts on, which loosens the mounting bolts. This is often revealed by creaking noises on a test drive, but you can check by trying to turn the bolts with a 17mm spanner. Repairs here are often tricky and time-consuming, and are probably best considered deal-breakers.

Don't be taken in by smart outer sills either – they're just cosmetic bolt-on panels. It's what's behind them that counts and needs careful checking from beneath. The three-part sills total more than £220 per side in panels. Always check the condition of floorpans around where the rear axle location arms mount. If not done right, you can wind up with a misaligned rear axle. Jacking points also rust out.

Engine

Listen for any rumbles or rattles of discontent; the exhaust might be fruity, but the engine itself should be smooth, making faults easy to find. If looked after, the twin-cam units can go on for 200,000 miles.

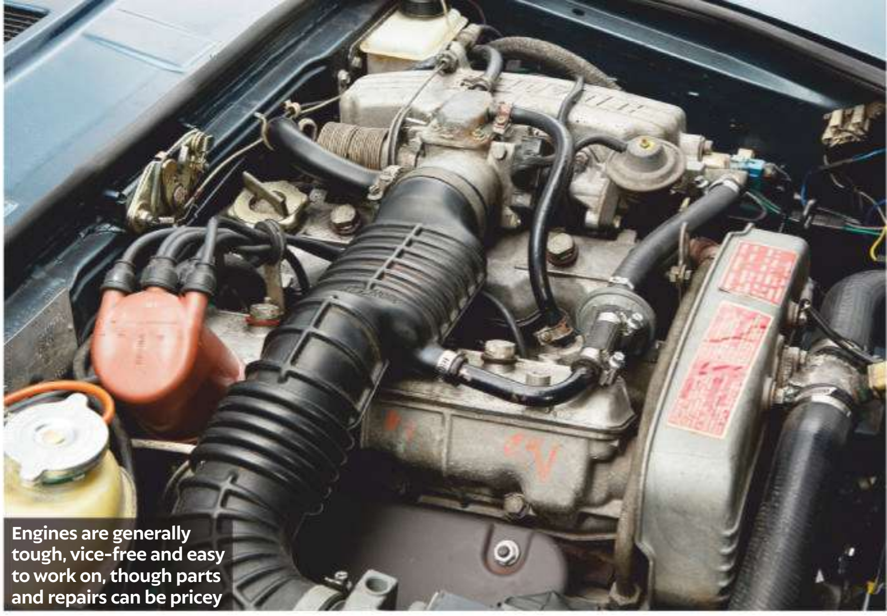
They are easy engines to work on, but parts – and therefore full professional rebuilds – are expensive. Alternatively, you can buy a fresh unit ready-to-fit, but even exchange short blocks are around £2500. On the plus side, it's an opportunity to replace a power-strangled US-spec engine that uses an emission control system with a European unit of higher compression. The added performance can help you forget the bill, but many European imports will have been de-smogged already.

Improving the performance through the removal of emissions gear and even swapping in larger engines from other Fiats that used the twin-cam can improve the appeal. Beware components from the 1608cc and 1592cc engines are not interchangeable.

Interior and hood

Less of a worry, the inside of the 124 Spider is well served by parts specialists. You can buy a complete interior trim set from £2100, or even upgrade to leather seats. Just make sure the seat frames are good – they are often broken by drivers leaning behind to raise the fabric hood. Should you need one, a new soft-top costs around £450. Damaged soft-tops can let in leaks, and if there is a pool on the seat pan underneath the rear seats, the water can attack the crossmember underneath. Also inspect the header rail, especially near each end, because these often rust and need replacement. Squeeze it and feel carefully for any crunchiness and give.

All 124 Spiders are left-hand-drive, no surprise when approximately 80 percent of the 198,0000-


Engines are generally tough, vice-free and easy to work on, though parts and repairs can be pricey

Impact bumper Spiders can be converted to early car's slim-bumper look

unit production run went to the US. There are rhd-converted cars on the market which fetch a premium over a left-hand-drive car.

Transmission and running gear

Most Fiat 124 gearboxes are tough and long-lived, aside from those in the Pininfarina-built cars which were of an inferior quality. They tend to fail without warning so there are no checks you can make, and replacement with an earlier unit is the best solution. That said, listen for whining that shouldn't be there in all gears – it's a sign of coming expense – and dropping out of gear on over-run. Remanufactured 'boxes are available from Autoricambi.

The Fiat 124 Spider was built exclusively for the US between 1975-1981 and these had an increased ride height over previous models. A popular modification with US imports is to fit European-spec springs to both lower the ride height and improve the handling. You're in luck if it's already been done, if not, a set of springs costs around £180.

Interior parts are readily available from Fiat 124 specialists, but check for sound seat frames

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1996 FORD MONDEO MKII V6 GHIA X ESTATE
Engine 2544cc/v6/ohc
Power 170bhp @ 6250rpm
Torque 162lb ft @ 4250rpm
Gearbox Four-speed auto
Top speed 135mph
0-60mph 9sec
Fuel economy 25mpg
WORK DONE
Final fixes, paint applied, detailed, MoT'd
Time 4 days **Spent** £660
Miles 0

FIXING UP

It's a collaboration between Amazon and *Practical Classics* in which we show you how easy it can be to revive and refresh usable classics that are a bit down on their luck. Using tools and parts sourced free of charge through Amazon – along with kit and consumables also provided free of charge by partners Castrol, Amazon Basics, Liqui Moly and Bosch – Danny Hopkins and Clive Jefferson have rejuvenated classics including a T4 day van, a Mercedes SL320 and a MkII Golf GTI. Just as they have always done, our resto duo will fix up cars at the *PC* workshop, and with Amazon's help, they'll be able to do it reliably and effectively. The restorations the boys perform are filmed and broadcast on Youtube – just search 'Fixing Up with Amazon' to watch all the episodes.

Your World Car awaits

Danny and Clive of *Practical Classics* have restored a piece of real-world road furniture, just for you

Danny Hopkins

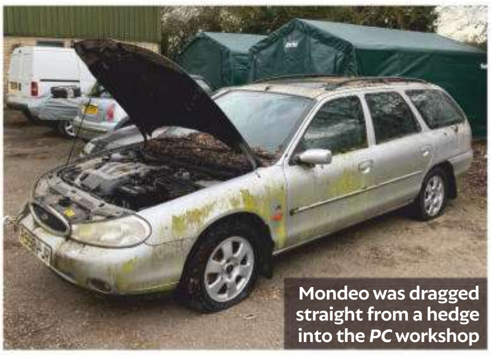
It can't be denied that a few eyebrows were sent heavenward when I suggested we do a Ford Mondeo as our Fixing Up car in 2024. I guess the decision was inspired by a number of things. Firstly the end of Mondeo production itself (although a version is still being made in the Far East). Then there was the simple rarity of the version I found in that hedge eight months ago. There are only four Ghia X V6 estates left on the road.

Then there was the knowledge that this era of car, particularly family cars, are under real threat. Scrappage schemes, emission zones and the cost of taxing a car like this all conspire to encourage owners to weigh them in before their true 'end of life'. It's the careful protection and revival of cars such as this that make our hobby futureproof.

One day, people will look at a Mondeo as we now look at the MkI Granada, as a proper, nailed on classic. So by giving this 'hedge find' a new lease of life, Clive and I are ensuring that a well-preserved example will still be there to be enjoyed in the future.

Reviving it with the help of our partners – Castrol, Liqui Moly, Amazon Basics and Bosch power tools – has become a real labour of love. It's on the home straight now as well, with paint on and the final detailing touches being added. If you win it then it's up to you what you do – use it as an eminently practical classic, or perhaps put it away and wait for values to creep up. The Mondeo, like any true people's car, will inspire huge nostalgia in years to come – everybody had one.

Whatever you chose to do, get into the hat and give yourself a chance. Clive and I have done our best to make sure it's one of the best of the breed – just 53,000 miles on the clock and plenty more left in the tank. Good luck.


Mondeo was dragged straight from a hedge into the *PC* workshop

Ghia X came with a plush interior – but it needed a thorough detailing

The *PC* team revived all the mechanicals that needed it

WIN THE CAR

You could win this car at amazon.co.uk/fixingup

Fixing Up is the car restoration show where we restore classics that you could win... it's different because it's free to enter. There are no fees involved – all you have to do is go to *amazon.co.uk/fixingup* and enter the prize draw and you could potentially have this magnificent, low-mileage beast on your driveway – but you've got to be in it to win it.

YOU COULD WIN THE KIT

at practicalclassics.co.uk/fixingup

It's not all about the car – you could be in with a chance of winning some of the kit we use; everything you see here in fact. Our partner brands – Amazon Basics tools, Castrol Oils, Liqui Moly automotive fluids and additives, and Bosch power tools and chargers – are all part of the bundle worth about £1000. We're giving away one bundle per episode – and you could be in with a chance to win it if you enter the prize draw at *practicalclassics.co.uk/fixingup* now.

TESTING TIMES

So what next? The Fixing Up Mondeo is almost ready and, even though I say it myself, I think it looks great. The fresh paintwork is stunning, the mechanicals and bodywork are decent and now that we have driven it up and down the yard, there's even more excitement. That's because, like all the big creamy Mondeos we have ever driven, that V6 is a gem and everything about the drive is calculated to be satisfying.

Ford has always been good at this. The driving position, the gearchange, how the switchgear falls to hand – all carefully calibrated to give maximum enjoyment for minimum effort. A long time ago the people at the Blue Oval worked out that a happy driver will come back for more when the time comes to replace the car.

So it is with the Mondeo. We are lucky to have a decent-sized yard to use at the *PC* workshop and so, once we had refilled the Mondeo's auto gearbox with Dexron II equivalent fluid from Liqui Moly and filled the tank with Super Plus (and a tin of Liqui Moly injector cleaner), we had the opportunity to run the car over a meaningful distance.

I'm happy to report that all was in order, to the extent that Clive and I didn't want testing to be over. Over it had to be though because, with an MoT roadworthiness test booked, we had a deadline to meet. Through the tester's doors we drove and onto the ramp. Fingers well and truly crossed. Did we pass? Yes... now it's over to you to enter the prize draw.

OUR FORD MONDEO

Ford launched the Mondeo as its world car in 1993 and took the fourth generation out of production at its Valencia factory in 2022. The fifth-generation entered production in China in 2022 as the Ford Taurus, for sale in the Far East market, but even at 30, we reckon the Mondeo has become a bit of a legend. Our car is a 1998 MkII, a mid-cycle facelift version of the MkI with better headlights, more interior space and revised panels. Our car is the top-of-the-range Ghia X wagon with lots of toys.

For the Fixing Up series, Danny and Clive use tools and parts sourced through Amazon, along with kit and consumables (sourced and used free of charge) from partners Castrol, Amazon Basics, Castrol and Liqui Moly.

The **Practical Classics** video series and related content provides practical automotive information for use as general information or for educational purposes. We do not know your particular vehicle or circumstances and the information we provide may not meet your vehicle repair, maintenance and/or health and safety requirements. It is up to you to contact a professional mechanic if you are concerned about the repairs, maintenance and health and safety of your vehicle. Amazon and **Practical Classics** do not give mechanic advice in relation to an individual case or vehicle, nor do we provide mechanical or diagnostic services, and this information should not be relied upon as such.

Please note that some of the products and equipment featured in this series may carry health and safety warnings. Please see the product and/or equipment instruction manuals and/or details page, to check for possible health and safety hazards and for more information about each product and item of equipment used.

T&Cs for Win The Car – Free to enter Prize Draw. No purchase or payment necessary. Void where prohibited. One entry per person. The Prize Draw closes at 23.59 GMT on December 31, 2024. To enter, you must complete and submit the entry form at **amazon.co.uk/fixingup** before the prize draw closes. There will be one winner. The prize is one used and refurbished Ford Mondeo V6 Ghia X Estate, 1998 vehicle. [The prize will be delivered to an address in the UK nominated by the winner.] All taxes and any other costs and expenses are the responsibility of the winner. The winner will be selected at random after the Prize Draw closes. The Prize Draw is open to legal residents of the UK excluding (a) anyone connected in a professional capacity with the Prize Draw and that person's immediate family members, and (b) employees and contractors of Amazon and its affiliates or of the Prize Provider (H Bauer Publishing). Entrants must be aged 18 years or older. Entrants are required to have an Amazon.co.uk account. The winner will be contacted by email and have five days to respond before an alternative winner is chosen. If the Prize is unclaimed it shall remain the property of Amazon or Prize Provider. Should an entrant's contact details change, it is their responsibility to notify us. The promoter is Amazon: Amazon EU Sarl and is located at 38 Avenue John F. Kennedy, L-1855 Luxembourg. For official rules, including prize description and methods of entry: **amazon.co.uk/fixing-up**.

T&Cs for Win The Kit – 1. Entries must be submitted during the following entry period: 10:00AM GMT 01/11/2024 to 23:59 GMT 31/12/2024. Entries received before the start time or after the end time will be invalid. 2. This competition is open to UK residents aged 18 and over. 3. Only one entry per person will be counted. 4. There is one prize bundle, consisting of Amazon Basics, Liqui Moly, Castrol and Bosch products. 5. Prizes will only be delivered to an address within the UK. Should a prize winner's contact details change, it is their responsibility to notify us, or the contact person(s) detailed in the Competition's Specific Terms. 6. No purchase is necessary. To enter for free visit **practicalclassics.co.uk/fixingup**. 7. Full terms and conditions can be found at **bauerlegal.co.uk/competition-terms.html**. 8. The prize is provided by Amazon EU Sarl. We are not responsible for any aspect of the prize, including unsatisfactory quality or the entirety of the prize due to their own circumstances or restrictions. Prizes are non-transferable, non-refundable and no cash alternative will be offered. 9. H Bauer Publishing is the promoter of this competition, see: **bauerlegal.co.uk** for details of our registered office and company number.

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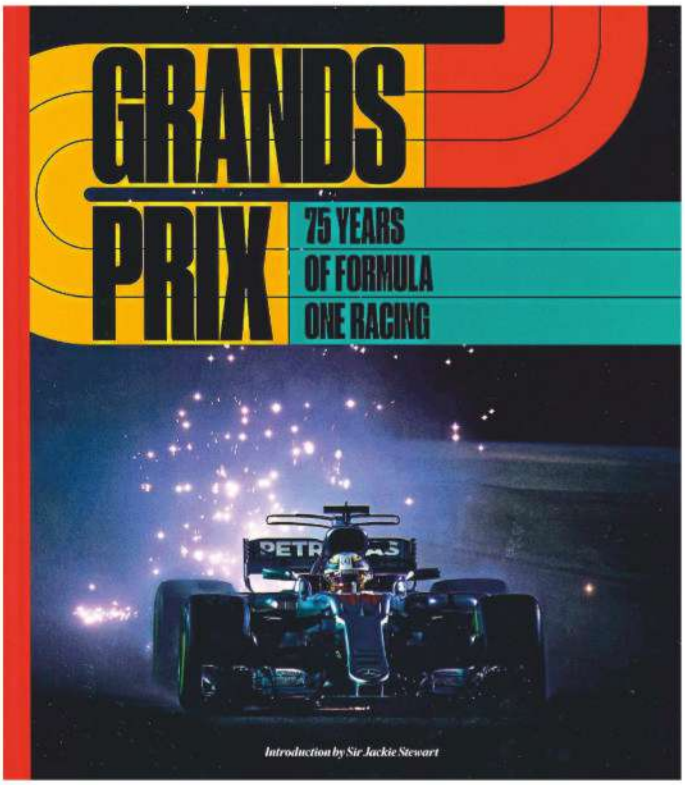
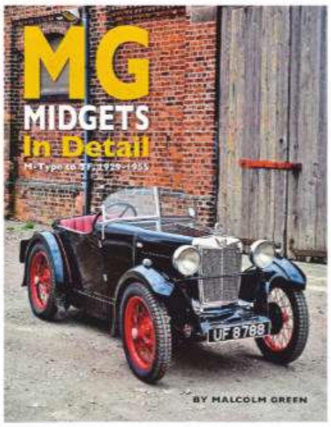

GRANDS PRIX
75 YEARS OF FORMULA ONE RACING
PETRONAS
Introduction by Sir Jackie Stewart

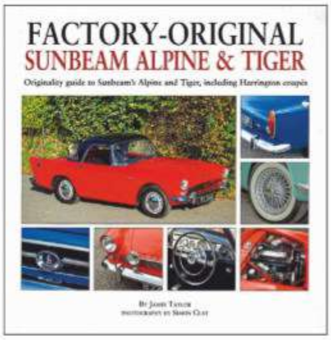
Grands Prix: 75 Years of Formula One Racing

By multiple authors, £60, *accartbooks.com*, ISBN 978 1 78884 268 6

A picture tells a thousand words, so the cliché has it. But what makes *Grands Prix* special is that each gobsmacking, quarto-sized photograph is backed up with the details of the full story it tells, by the photographer who took it. Incredibly, this goes all the way back to Michael Tee capturing Juan-Manuel Fangio in a four-wheel drift in 1957, ending with Andy Hone risking all to document Romain Grosjean's death-defying escape from his shattered, burning Haas in 2020 at the Bahrain Grand Prix.

The result is an intimate history of Formula One from the perspective of people who are at once both integral, and outsiders. With no team loyalty, yet party to the sport's politics, the photographers are free to reveal what was going on both on and off the track. Great value for what it is too.




FACTORY-ORIGINAL
SUNBEAM ALPINE & TIGER
Originality guide to Sunbeam's Alpine and Tiger, including Harrington coupés
By James Taylor
Photography by Simon Clay

MG Midgets In Detail

By Malcolm Green, £45, *herridgeandsons.com*, ISBN 978 1 914929 11 3

This is so much more than the originality guide it initially resembles. The tale of the postwar Austin-Healey-based MG Midgets has been told so ubiquitously that it often pushes the real origin story into the background. Malcolm Green seeks to address this here.

The result traces the small MG species from its Twenties origins through to the TF of the Fifties, and in doing so shows how Cecil Kimber democratised the sports car under the pressure of the Wall Street Crash. Later chapters detail individual cars bound for glory, like the C-types that raced at Montlhery, and the EX-series record-breakers. The latter half serves as the expected originality guide, but it does so in readable style. This is a book that is both thorough and entertaining.

Factory-Original Sunbeam Alpine & Tiger

By James Taylor & Simon Clay, £40, *herridgeandsons.com*, ISBN 978 1 914929 10 6

In contrast to Herridge's other release this month, this book really is an originality guide, but one on an overlooked subject. There are no end of books demonstrating how to identify and fastidiously restore BMC products to truly original condition, but not their deadly rival from the Rootes Group.

It doesn't get bogged down in history – the introduction to the car is dealt with in the first 15 pages – leaving room for plenty of meticulous detail. It'll arm you with the knowledge to spot a V8-transplanted Alpine masquerading as a Tiger, the myriad variations on coachbuilt coupé variants, and the strengths and weaknesses of each phase, to help guide you to the ideal model for you, if you're looking to buy one.

MORE TO ENJOY

Motoring Through the 20th Century

By Auto Heritage, Highway Films Ltd, £29.99 each or £94.96 for all four, *auto-heritage.co.uk*

Ever fancied owning a classic photo archive? These four curious yet intriguing spiral-bound volumes – covering the Fifties, Sixties, Seventies, and Eighties and Nineties – offer just that, with what must be a significant chunk of Auto Heritage's collection over 592 full-colour – where possible – pages. One moment you'll be delving into the design and launch of a particular car, the next you might be at a motor show, F1 race, or inside a drawing office watching stylists at work. Given the amount you'd have to part with to own so many photographs, just short of £95 for the lot is a bargain. Text is sparse but it's commendably international in favour too, with the US, mainland Europe and Japan getting a look-in.

Buick V-8 Engines 1967-1980

By Mike Forsythe, £34, *cartechbooks.com*

Obviously American-focused, but if you've got a big-block Buick-powered car, this book tells you clearly and logically how to strip one down, diagnose faults, and rebuild it. Makes restoration look temptingly simple, so why not give it a go?

These books are available from Chater's, many with discounts. Visit *chaters.co.uk*

MODELS

1:43-scale Aston Martin DP214

Tecnomodel, £109.99

The Aston Martin DP214 has been overlooked by modellers, which is odd as it's a supremely elegant car. The wipers on this resin are a little 2D and interior detail is heavy-handed, but it's an overdue chance to regard the DP214 as sculpture for a change – the paint finish is excellent.

1:18-scale Ford Focus RS WRC

Sun Star, £124.99

Bburago did a decent 1:18 McRae Focus 20 years ago, but Sun Star's big diecast takes detail to another level. Fully-realised aero-ducting, working suspension, and tiny touches like the navigator's mobile phone add even greater realism. Feels fragile though.

1:43-scale Ferrari 340 Mexico

Tecnomodel, £109.99

'Busier' than the Tecnomodel Aston, this Carrera Panamericana Ferrari's attention to detail is more acute in the tiny bug shield and the spare wheel leather strap. The 340 Mexico isn't the prettiest Ferrari, but this model makes it unusual and fascinating.

1:18-scale WM-Peugeot P88

Spark, £169.99

Finally here in 1:18 is the all-time Le Mans lap record-setter. Gerard Welter's masterpiece is rendered in all its low-drag glory. But it's the interior that really shines, with aero-shielded mirrors and drilled central spar showing how committed Welter was.

All models are available from *diecastlegends.com*

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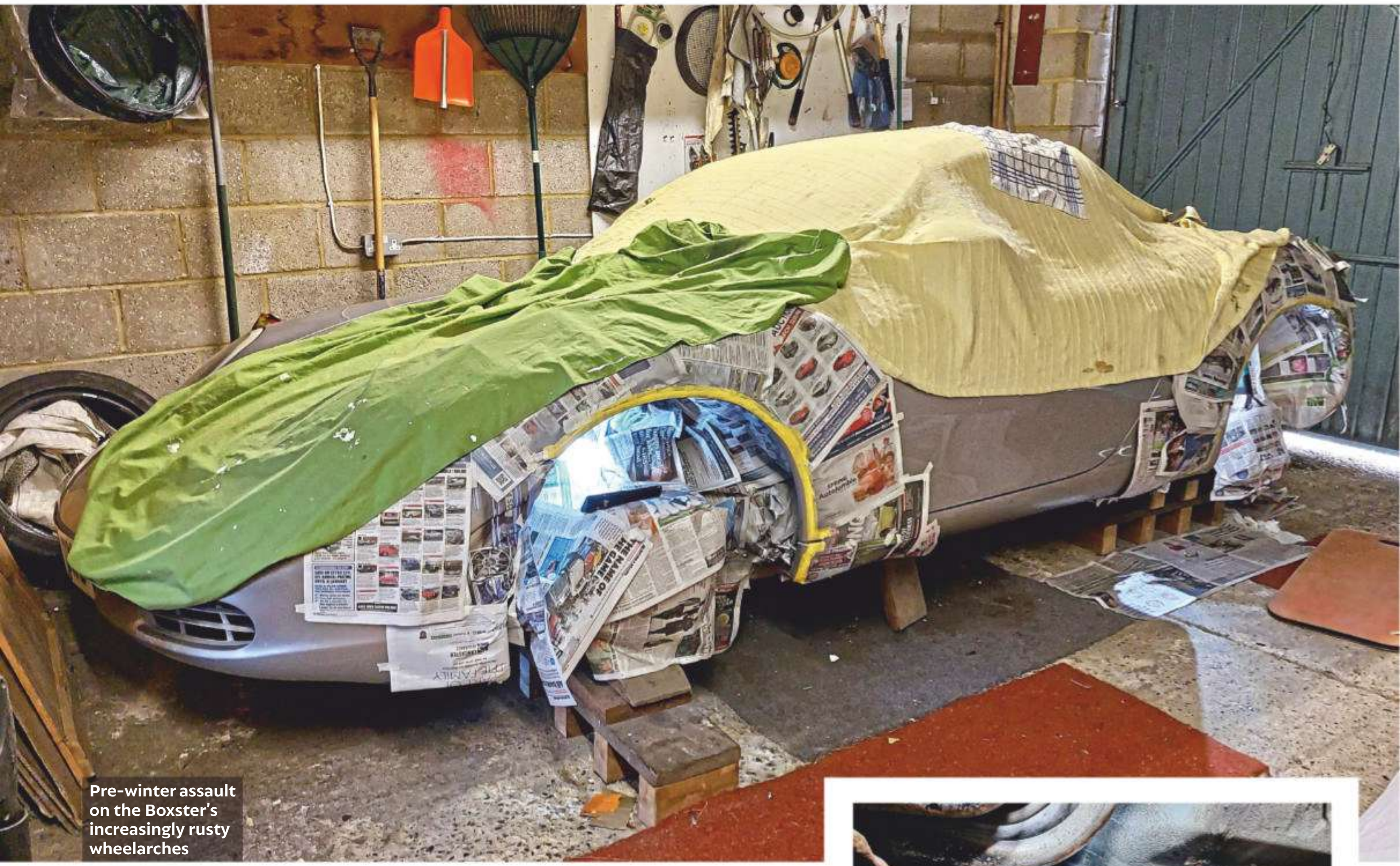
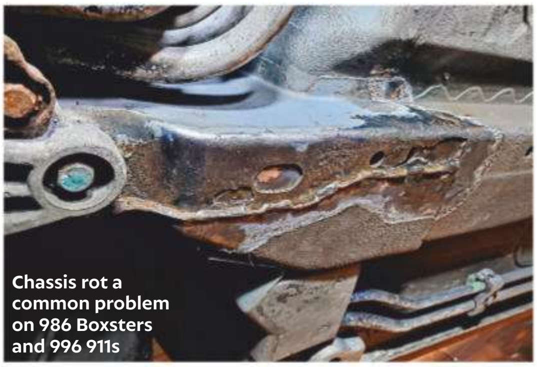


Pre-winter assault on the Boxster's increasingly rusty wheelarches

Welding celebration



Chassis rot a common problem on 986 Boxsters and 996 911s

2001 Porsche Boxster 2.7
Owned by Mrs Bell
(*c/o phil.bell@bauermedia.co.uk*)
Time owned 18 years
Latest/total miles 4683/200,595
Latest/total costs £29/£17,703
Previously Variocam chain tensioner collapse

Two milestones; one lost week. My wife's Boxster tipped over the 200,000-mile threshold recently, more than 150,000 of them added in her 18 years with the car. How to celebrate – memorable road trip, re-watch the original promo video, treat the car to a nice shiny accessory or pro valet? All nice, but with winter approaching, we reckoned dealing with the rust blisters creeping round from inside the wheelarch lips was more important. Porsches, maybe most cars from this period, seem to retain the rust-free looks of youth remarkably well, but eventually, even the most thoroughly-applied protection starts to fail.

The brown death first appeared at the front edge of the sills where the factory anti-stonechip paint eventually succumbs to gritblasting from the tyres. Plastic wheelarch liners do a fine job of protecting most of the inner and outer front wings, but they don't stop muck from reaching inside the return lips of the arches. At the rear, the offside wheelarch was perfect but the nearside had some bubbling paint next to where the plastic wind deflector mounts to the rear end of the sill.

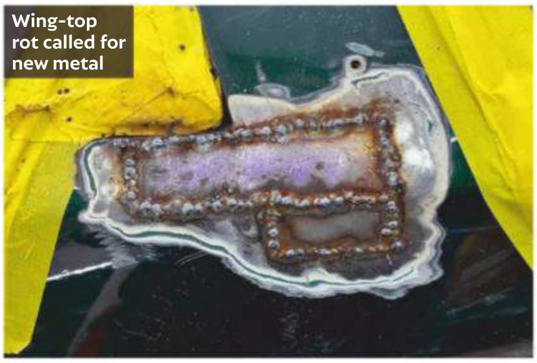
Once I'd worked out how to jack up and support the car so the wheels and arch liners could be removed, the job should have been straightforward: bare-metalling then rust treatment, high-zinc priming, anti-stonechip, Arctic Silver, lacquer and lots of Waxoyl. Masking the Porsche seemed to take forever, but worth it to avoid that dodgy-secondhand-car repaint overspray look.

Note the term 'should have'. While lying on my back exploring the extent of the wheelarch rust, I spotted an area of baggy-looking underbody sealant losing grip on a section of chassis where the front inner wing U-channel overlaps the one stiffening the footwell. Nervous prodding with a screwdriver revealed angry-looking rust beneath, some crusty and flaking. Forget wire brushing and rust treatment, this needed new metal.

Time to dust off my old angle grinding, repair-section forming and welding skills. From at least 15 years ago. The worst section would require a 140 x 80mm repair piece, with a 90-degree bend of just the right radius to follow the original shape. Hard going with 2mm-thick mild steel, and it took a couple of goes to get it right, but the results are neat enough. Mercifully, the rot hadn't extended to the nearby suspension mount. With a couple of smaller repairs on the same side, and one on the nearside chassis section, my handiwork was ready for some seam sealer along the joins before the usual round of coatings and anti-rust wax.

If that makes it sound smooth and easy, it wasn't. Spending a week on your back, bombarded with dust, rust, angle grinder sparks and red-hot welding spatter is gruelling. I won't be taking up a career in car restoration any time soon, but it was hugely satisfying to give the otherwise rust-free Boxster a new lease of life.

With half the car wearing new paint, the Cup is looking fuller than ever



Wing-top rot called for new metal

Dream gleam

1997 Maserati Ghibli Cup
Owned by Nathan Chadwick
(*c/o classic.cars@bauermedia.co.uk*)
Time owned One year
Latest/total miles 0/78,806
Latest/total costs £10,103/£23,792
Previously Less rust than thought, but other suspension woes appear

I'll be honest – I was never a huge fan of green cars. I'd always hankered after blue hues, but when I received pictures of the Ghibli Cup post-paintshop, I soon became an avowed member of the Verde herd.

The Cup's bodywork wasn't terrible, but there were areas of concern. The bonnet and bumper had a selection of scrapes and were worn-looking; the more troubling areas were on the front wings. The paintwork hadn't broken, but it had a veiny feel akin to the walls in The Prodigy's *Breathe* video. The rest of the car was in good condition, so I chose to have the wings, doors, front bumper and bonnet repainted via one of McGrath's contacts. Sounds simple, doesn't it?

Taking the wings off means taking the under-windscreen spoiler off – this is to stop the wipers flying off at high speed, incidentally. This means taking off the panels that encase the side of the roof… which means taking off most of the interior trim to get to the bolts holding these panels in from the inside.

As you can see from the pics, new metal has gone in on the wings, and after seeing the metallic flake of Verde Foresta in the rare sprinkles of sunlight we've had, it has surpassed expectations.

With bodywork done, work continues on other items. The inlet manifold fixings have been cleaned and lacquered, and the injectors cleaned and refitted. The inlet manifold itself has been rebuilt with new seals and bolts, while the fuel injection wiring has been cleaned and reconnected. The fuel rails have also been cleaned and lacquered, and refitted with new seals. The lower crank pulley has been repainted and fitted with new drive belts, and the ignition coil mountings also have new paint and have been refitted.

The refurbished fuel tank and sender unit is now back in the car, and the front suspension has been treated with underguard, and the sills fitted with cavity wax. The wheels have gone back on, with the corroded wheel bolt heads both cleaned and painted. Replacement Speedline centre caps finish them off.

There were also problems with the air conditioning – it wasn't blowing cold. The compressor wasn't pumping, so it was replaced. A new expansion valve was also needed, and the system was recharged.

The point of handover was soon in sight. Despite the damper units on two corners sheared from their central ECU, the car is still drivable while I consider my options. I'm looking at getting the dampers refurbished by an expert in the dark arts through McGrath's suppliers. While a modern damper unit setup appeals, I want to experience the car as it would have been new – at least for a time.

With all the work wrapping up, the date is set for pick-up – and though I won't be able to enjoy it fully yet, I'll certainly be able to work through any snags. Now I just need a break in the weather… and for McGrath to go through the lengthy process of reassembly!

Julius Bahn
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Power loss traced to exhaust-gas recirculation system

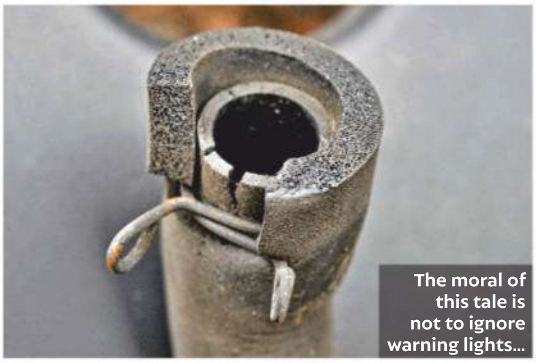
Flat-out to nowhere

2002 Toyota Celica VVTi
Owned by Sam Dawson
(sam.dawson@bauermedia.co.uk)
Time owned One year
Latest/total miles 3860/149,248
Latest/total costs £2.99/£1352.61
Previously Borrowed a Tuscan for my wedding

I'd been ignoring the engine warning light, figuring that because the Celica had been running faultlessly, it was probably nothing serious. Right up until, driving back from Nottingham late one November evening, I pulled out into the fast lane of the A52 to overtake an HGV, put my right foot down, and while the VVTi engine revved noisily, the expected power and torque simply wasn't there. The Celica was suddenly doing a very annoying impression of a base-model Yaris.

It wasn't clutch slip, but rather an unexpected falloff in power. Turning the radio down revealed a loud air-sucking sound from behind the bulkhead, and at each set of traffic lights the car wasn't sure whether to idle at 500rpm or 1500rpm. I managed to limp the Toyota home on B-roads, and investigated further the next day.

A handy YouTube video suggested that rather than an oxygen sensor, the source of the light-triggering problem was a vacuum hose that feeds combustive gases from the cylinder head's EGR valve back into the inlet manifold for reignition. Removing the engine cover required a new metric socket from B&Q – the metric spanners in the Toyota toolkit fit the bolts but couldn't slot down the little wells they nestle in, and all my existing sockets were imperial – but once free it was easy to find the culprit. The hose is well-insulated but wrapped around the back of the hot cylinder head, and was so badly perished and split at the manifold end, that it was possible to remove it without even loosening the sprung clip that's supposed to keep it firmly in place.


The moral of this tale is not to ignore warning lights...

Either way, this is the reason why the readings from the oxygen sensor had been so erratic – the gases hadn't got to it in the required quantity for the air/fuel mixture to adjust correctly, resulting in variable idle and loss of power. Actual physical replacement of the hose is a fairly simple job. Finding the correct part is another ordeal entirely. Online prices range from a few quid for eBay breakers' items that look no better than the one I'm trying to replace, to more than £50 for motorsport-spec items. A call to Michael Shaw at Fensport has put me on the trail of a genuine Toyota part from Japan – it should be fitted by the time you read this.

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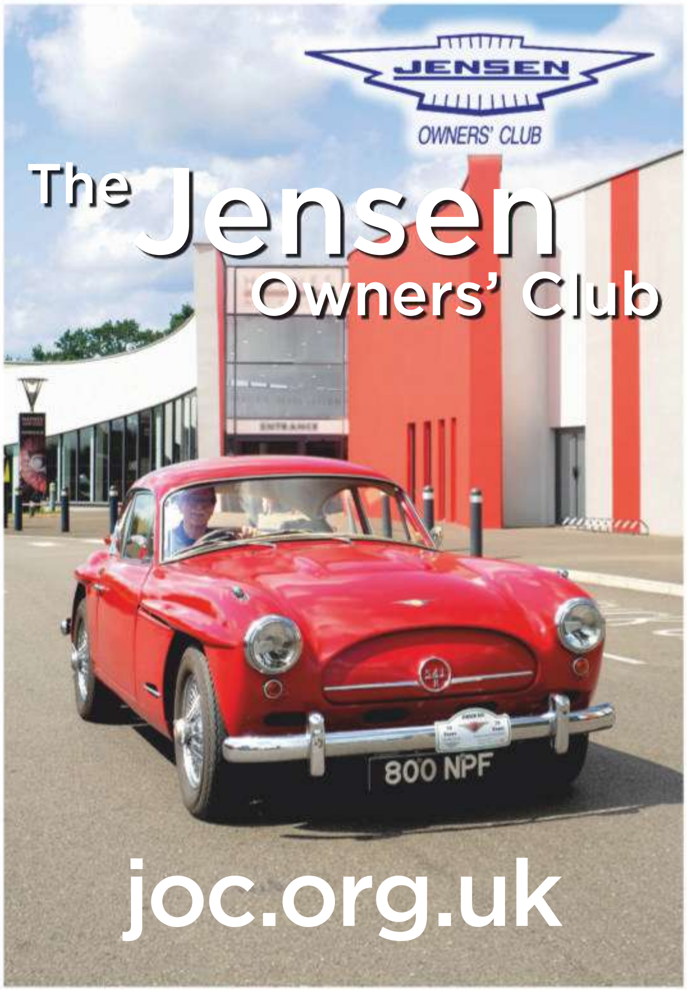

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IG81220	6.1 x 3.7 x 2.5m	140613576	£389.00	£478.80	£466.80
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Devil 7009	400V	9kW	010415454	£147.99	£177.5
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PG3800ADV	230/110	3	5.6	010617854	£279.00	£334.80
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IG3500AF	3400W	35	010617125	£359.00	£430.80
IG2200A*	2200W	26.6	010617121	£349.00	£418.80
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PLS195B	180/2640	5.5	050411362	£479.00	£574.8
PLS220#	230/3335	9	050410347	£669.00	£802.8
PLS265B	225/3263	13	050411367	£749.00	£898.8
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XEV16/150(400V)‡	14cfm	150ltr	000112276	£699.00	£838.8
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JAGUAR XK150 3.8 'S' FHC 1960: British Racing Green with Beige hide interior, bucket seats fitted, original style seating included. Chromium wire wheels. Original engine, 5-speed gearbox, original included. Subject to a JD Classics body-off restoration in 2003 with JD brakes, power assisted steering, alternator etc. This is an original UK supplied RHD 3.8 'S', one of only 36 cars.......................... **£89,500**

MERCEDES-BENZ 300 SL (R107) 1986: Diamond Blue with Navy blue hide interior. Matching hard-top and Navy Blue soft-top. Flat-face alloy wheels. Rear seats. 29,000 miles only from new. Supplied new in Jersey. Full service history. Previously supplied by ourselves **£39,995**

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BMW 735i (E32) 1990: Alpine White with Black hide interior. Alloy wheels. One owner. 32,000 miles only from new. Air conditioning, electric sunshine roof and other usual refinements. Original Blaupunkt Memphis radio. Supplied new by Jacksons in Jersey, CI and recently imported by us ... **£15,995**

JAGUAR SUPER V8 4.2 Ltr (X-350) 2004: This is the SUPERCHARGED precursor to the XJ'R'. Zircon Blue with Warm Charcoal hide interior. 18" 'Prestige' alloy wheels. Three owners. 51,000 miles only from new. Full service history. A highly equipped example including CATS, rear media controls and heated wood & leather steering wheel. Previously supplied by ourselves....................... **£15,995**

DAIMLER DOUBLE SIX 1991: Tungsten grey with Saville Grey hide interior. Correct alloy wheels. This is the fullest possible specification including ABS. It started life a Jaguar Press car, it was then sourced for Sir Nick Scheele for the use of Lady Scheele. (COO of Ford Europe when they owned Jaguar Cars Ltd.) Since then, it has been in the private collection of the former Curator of the JDHT, you cannot get a better provenance. Just 21,500 miles from new.

JAGUAR XK 150 3.4 LTR FHC 1957: British Racing Green with Black hide interior with Suede Green carpets. BRG wire wheels. Supplied new to the USA from where it returned in 2013. Now fitted with a 5-speed gearbox, brake upgrade, six branch exhaust manifold, expansion tank and Kenlow plus other upgrades. Interestingly this is a very early car, the 46th built. A highly useable example **£45,000**

JAGUAR XJ6 4.2LTR SERIES 3 1986: British Racing Green with Cheviot Tweed interior. 'Pepperpot' alloy wheels. Two owners. 59,000 miles only from new. Full history. One of the very last 1986 model year car **£13,995**

MG TA TICKFORD DROPHEAD 1937: Navy Blue with Beige hide interior. Navy Blue carpets and soft-top. Silver wire wheels. A very carefully restored example with correct TA engine etc...................................... **£33,995**

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Straight-six seems healthy, bay clean

ASTON · MARTIN

Interior has worn well, but there are electrical gremlins

1997 Aston Martin DB7 Volante

Nicely worn-in rather than show-car perfect, this is a convertible Aston you can use, Sam Dawson reckons

This isn't a perfect Aston Martin DB7 Volante, but nor is it purporting to be. A recent price drop to a fiver short of £20k – nearly ten grand short of top money for roofless DB7s – reflects this. Old V8 Volantes never depreciated into this territory, let alone convertible DB4s, 5s and 6s, making this one a special opportunity.

The metalwork is in excellent condition too, with no marks or signs of rust. The plastic parts aren't quite so flawless – there's a hairline crack in the nosecone just below the passenger-side headlight, and a little scrape in the bumper aft of the driver's-side rear wheel, but these are minor quibbles. There is a crack in the driver's-side door mirror glass though.

More importantly, the hood is in superb condition, with no rips or marks either on the outside or the lining. The engine bay is also clean, with no signs of leaks from the 81,000-mile straight-six. The interior is materially in near-mint condition, aside from some minor scrapes in the surface of the leather consistent with being caught on fingernails, zips and buttons, in the middle of the dashboard and by the passenger-side door handle.

It drives healthily too. The engine starts immediately on the turn of the ignition key, pulls strongly through its automatic gearbox – which kicks-down and holds ratios to order – and idles at a steady 900rpm once warm, with oil pressure at 2psi, rising to 4psi under load. The brakes are reassuringly powerful and pull the car up evenly. It rides smoothly on new Pirelli Cinturato P7s, tracks straight, and there are no untoward suspension noises.

Electrics, however, could be a cause for concern. The handbrake light remained illuminated even when the lever was clearly disengaged, and the LCD clock in the centre of the dashboard is missing digits. The door windows also didn't correctly drop-and-reseal when the doors were opened and closed, and while the roof mechanism itself worked correctly, the passenger-side rear three-quarter window remained up. The door windows lowered themselves but didn't return to the top of their travel automatically, needing to be raised via their switches – thankfully these work properly.

Service history is patchy but promising. There are continuous MoT certificates from 2003 to 2010, after which the car was mothballed until recently. It was issued with a new service book by Aston specialist Harwoods ahead of extensive servicing and electrical repairs in 2006/7, and there's a letter present from Harwoods admitting that its pre-2003 history cannot be verified due to a switch to computerised records resulting in older details being lost, and the physical paperwork sadly wasn't retained.

Bearing all this in mind, slightly erratic electrics are consistent with its recent exhumation. It's recently had a mechanical overhaul – including rebuilt brakes – at Kim Cairns. There may be bugs to iron out, and no great big history file, but for a gracefully ageing convertible Aston Martin backed by a dealer's warranty, it's great value.

1997 Aston Martin DB7 Volante

Price £19,995 **Contact** Kim Cairns, King's Lynn (01485 496983, *kimcairnsclassics.co.uk*) **Engine** 3228cc straight-six, dohc, supercharger, fuel injection **Power** 335bhp @ 5500rpm **Torque** 361lb ft @ 3000rpm **Top speed** 155mph **0-60mph** 6.6sec **Fuel consumption** 25mpg **Length** 4666mm **Width** 1830mm

CHOOSE YOUR ASTON MARTIN DB7

- Developed out of the Jaguar XJ41 project and first shown as a concept in 1993, the Aston Martin DB7 went on sale in 1994. Initially available as a coupé only, it was Aston's first semi-volume-produced model, and was powered by Jaguar's 3.2-litre AJ16 engine boosted with an Eaton supercharger, which was hooked up to a choice of either manual or automatic transmission.
- Volante convertible introduced in 1996.
- Aston's bespoke V12 engine replaced Jaguar unit for 1999, car renamed DB7 Vantage.
- Sharper-handling, stiffened GT (manual) and GTA (automatic) variants added in 2002.
- Ultra-rare Zagato-bodied coupés and completely roofless AR1 roadsters – 100 examples of each variant – arrived in 2003, the DB7's final year of production.

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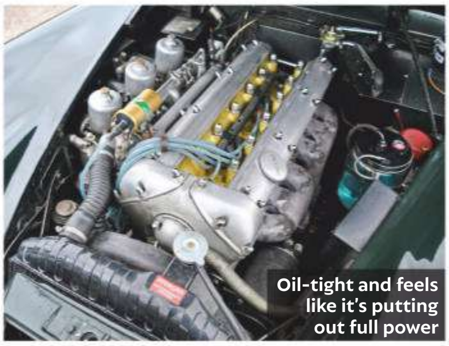
Lovely condition yet patinated into usability



Oil-tight and feels like it's putting out full power

Nicely worn-in and full of period details

Jaguar XK150 3.4S £129,995

Sam Dawson has found a Jaguar XK150S that presents an enticing combination of originality and usability

This pretty Jaguar XK150 – a genuine 3.4S – purports to offer a combination of originality and very sympathetic, low-key restoration to fend off the ravages of the future. Bodily it looks mint, the paint finish is smooth, panel fit is straight and it's not overly shiny. It appears like an older, sparingly-used restoration, with not a single stone chip in evidence.

The service history file that comes with the car suggests as such. Admittedly it's not either massive or comprehensive – there's only a handful of MoT certificates and they aren't continuous – but it is indicative of a car that's been continually looked after and kept ticking over during its 51,340 indicated miles. Just two owners are recorded on the V5 registration document and a Jaguar Daimler Heritage Trust certificate confirms its genuine S-specification status and original colour – and all looks to still be as original.

There are receipts for consumables bought by the original owner, a Mr Cooper, from as early as 1972. The hood was replaced by Suffolk & Turley in 1980, and Guy Broad supplied him with parts, inspections and advice throughout the Nineties. More recently it's lived in Portugal, with parts shipped over from SNG Barratt and XK Engineering in the UK. These have been all ordinary servicing consumables, with no major rebuilding activity suggested.

Inside, the dashboard is nicely worn, the seat leather is patinated but solid, and although the carpets are brand new courtesy of Fender-Broad, they look authentically aged. Chromework, although in good condition, is showing signs of minor pitting all over the car, and paint is flaking off the inside of the driver's door where metal meets metal at the sill, an issue exacerbated by the door needing a firm slam to close flush. The car wears new Blockley tyres all-round.

The XK engine starts up abruptly enough at the press of the starter button and a tap of the throttle, with no need to fiddle with the choke. Although the Moss gearbox always takes some getting used to, with a deliberate, careful action across the gate, it feels well-oiled and tight on this Jaguar, holding and pulling strongly through every ratio without jumping out. There's a charmingly period overdrive switch on the dashboard, which acts efficiently on top gear.

There's also an electric power-steering installation, which takes the effort out of twirling the usually-hefty steering wheel and gives the car a smooth, touring-orientated demeanour, admittedly at the expense of feel. The car tracks straight, and brakes are powerful, pulling the car up square on the road.

Once fully warmed up, the engine continues to thrum smoothly, with water temperature reading a consistent 70°C, and oil pressure 40psi under load. It feels like a reliable, ready-to-use car, and a fairly priced one too – at £10k below our top estimate for a dealer-sold, mint XK150S Roadster, the patchy history and patinated condition is probably saving you money in this case.

1959 Jaguar XK150 3.4S

Price £129,995 **Contact** Fender-Broad, Holt, Wiltshire (07794 477785, *fenderbroad.com*) **Engine** 3442cc six-cylinder, dohc, two carburettors **Power** 250bhp @ 5500rpm **Torque** 240lb ft @ 4500rpm **Top speed** 132mph **0-60mph** 7.8sec **Fuel consumption** 19mpg **Length** 4496mm **Width** 1638mm

CHOOSE YOUR JAGUAR XK150

- Launched in 2+2 fixed-head and folding-roof drophead coupé forms, the XK150 replaced the XK140 in 1957. Broader, higher-sided styling was derived from the new 3.4 Jaguar MkI saloon. One-piece windscreen replaced the split-screen of XK120 and XK140.
- Lightweight Open Two Seater version with more rudimentary hood and optional removable hardtop, as well as higher-silled doors with wind-up windows followed in 1958, as did an S version with increased compression, power and torque.
- S tune extended to fixed-head and drophead versions in 1959. Later that year, 3.8-litre engines replaced 3.4s. Optional S tune raised power to 265bhp from standard 220. Replaced by new E-type in 1961, after almost 9500 cars had been produced.

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1964 Mini Cooper MK1 998 cc

Finished in Almond green with an old English white roof and Porcelain green and Dove grey interior. With a Heritage certificate confirming its original specification. This car has been completely stripped down to bare body shell and fully rebuilt to perfect condition.

£29,995

1981 Porsche 924 Carrera GT

Built for speed and precision, this iconic limited-edition 924 sports car combines raw power with timeless design. It's lightweight build, 210-horsepower turbocharged engine and signature wide-body styling ensure that every drive is an adrenaline-filled adventure.

£74,995

1955 Jaguar XK140 SE FHC

This XK140 is finished in black with red leather interior and walnut dashboard. 10,000 miles showing. JD Classics carried out an extensive restoration on the car many years ago and it still remains in great condition.

£74,995

1988 Mercedes-Benz 300SL (R107) Only 35,000 Miles From New

Having only completed 35,690 miles from new, this car has just come out of a 33 year ownership with receipted work of roughly £13,500 since 2019 with less than 60-miles travelled since. It's finished in Signal Red and the paintwork is all original.

£44,995

1989 BMW Z1

Left hand drive with just 61,000 miles. The paintwork is finished in timeless hue of Dream Black which is in lovely condition, as is the black soft top. Interior trim is original grey and camouflage-patterned leather. Built in April 1989, imported and registered in August.

£39,995

1961 Mercedes 190 SL

Papyrus white with sable black leather interior, 69,000 miles. This car is an older restoration that remains in great condition throughout. It has just come out of a private collection and benefits from a recent five thousand pound mechanical overhaul.

£79,995

1983 Maserati Merak SS only 51,000 miles from new

This superb example is presented in Celeste Chiaro with blue leather interior. It was specially ordered from new with metallic paint, black carpets, black leather centre console, electric windows, air conditioning, Campagnolo wheels and Dynatrol rust treatment.

£67,995

1973 Porsche 911 T 2.4

First registered in 1975. Showing 99,000 miles, this 911T has just from long ownership having been in the previous owners hands for the last 26 years with just 5 former keepers registered.

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Mini Cooper S Mk3 Showing 43,000 miles

Comprehensive history file which includes vast amounts of paperwork pretty much going back to when the car was a year old, nearly all mot's going back to 1976, tax discs including one from 1972, genuine owners handbook.

£44,995

1963 Volkswagen Type 2 23 window

Cream over dark red with matching beautifully re-trimmed interior. This very rare bus is a genuine German built 23 windows, which was supplied new to the German Embassy in Mexico City as their Minibus, they sold it in 1969.

£54,995

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Near-flawless paint looks barely used

V8 engine looks clean and healthy

Aftermarket sunroof lights up the interior

2006 Maserati Coupé £12,950

These Maseratis can be risky buys but, as Alan Anderson finds, this example has had all the big bills already paid

The 3200GT-derived Maserati V8 range is one of the less expensive ways to enjoy a genuine modern supercar, and this one is temptingly priced. With these cars, the secret to a painless ownership experience without going bankrupt, however, is to major on condition, provenance and history – and this particular example seems to have all these bases covered.

It's also thrilling to drive. The sonorous-sounding Ferrari-based V8 is in fine fettle, registering correct oil pressure and temperature readings, and a recent gearbox check was probably precautionary as the automated six-speed 'Cambiocorsa' ('racing change') performs faultlessly in both paddleshift and fully automatic modes. The recently replaced tyres are budget brand Zeta Adventi, which although adequate, don't do the full 390bhp justice. Also in apparently good health is the computer-controlled suspension, but a potential buyer is advised to take an extensive drive to check that the 'Skyhook' electronic damping is fully operational.

Metallic Mediterranean Blue is one of the lesser-spotted colours for the V8 Coupé, but it suits it well and apart from some pitting on the driver's door mirror pillar, it defies the car's age. There is probably little doubt that the £810 professional cleaning and detailing treatment in 2021, which included the still immaculate seven-spoke alloy wheels and those gorgeous red Brembo brake calipers, helps here. An HPI check completed by the Epping Motor Company gained BX56 WFL an all-clear Confirmation Certificate on every count.

The luscious all-black cabin, also subject to a £180 clean and Swisswax detailing, has been respectfully treated over its 18-year lifespan with no damage to the trim or carpets and only mere creasing of the front seats and traces of handling on the steering wheel and handbrake's touch points. Apart from a delightful Hollandia powered glass sunroof, which was retro-fitted by Tudor Webasto for the previous owner at a cost close to £2000, and a modern bluetooth Pioneer entertainment system, inside this Maserati is how it left the factory. Of the standard toys fitted, such as the powered seats, all appear to working properly.

The clean, oil-tight Ferrari V8 fits tightly into the engine bay and is a sight to behold with its gold-coloured, Maserati-emblemed induction system and red cam covers. Fluids and oil are clean-looking and at correct levels all-round. Close examination of the comprehensive service log suggests that nothing's been left to chance maintenance-wise by its four owners over 54,713 miles. While the last Maserati main dealer entry in the service book is back in 2009, there's a stash of invoices from respected specialists as compensation, including a wallet-wobbling £5878 service back in 2021, which included new brake discs followed by a lighter £665 bill in 2022 that involved a transmission check. The owner's pack is intact and there are also the correct two keys supplied.

2006 Maserati Coupé Cambiocorsa

Price £12,950 **Contact** Epping Motor Company, Ongar, Essex (01277 365415, *eppingmotorcompany.com)* **Engine** 4244cc V8, dohc per bank, fuel injection **Power** 390bhp @ 7000rpm **Torque** 333lb ft @ 4500rpm **Top speed** 177mph **0-60mph** 4.9sec **Length** 4523mm **Width** 1822mm

CHOOSE YOUR MASERATI TIPO M138

- Introduced as the Maserati Spyder in 2001, the M138 was initially a heavily revised convertible version of the 1998-2002 3200GT. It featured a new cross-plane-crank 4.2-litre V8 – designated F136 R – with dry-sump lubrication, co-developed with Ferrari.
- Coupé version followed in 2002. Models were differentiated as GT (conventional six-speed manual version) and Cambiocorsa (automated paddleshift clutchless semi-automatic). Options included 'Skyhook' computer-controlled suspension system.
- GranSport, based on the Coupé Cambiocorsa with Frank Stephenson-revised styling and 400bhp, joined the range in 2004, with Spyder version following in 2005.
- Production ended in 2007, with nine short-wheelbase Zagato-bodied versions.

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Time warp or usable? Incredibly, both

Engine original, has Revotec electric fan

Interior's barely been sat in

1978 Triumph Stag £36,995

Alan Anderson finds that this Stag manages to balance reliability modifications with astonishing time-warp condition

With a healthy stash of previous MoT certificates supporting such a low mileage, you'd have to look far and wide to find another showroom-spec Stag as original as this example, which explains a price that's easily £10,000 above the going rate. However, perhaps the biggest issue lies in that low mileage – just 7484 miles – which places severe limitations on its future use. Is this, one of the very last Stags built, a car to simply show off or to enjoy?

On full manual choke, its much-maligned V8 starts first turn, sounding glorious as a good Stag always does. And having been barely run in, naturally there are no quibbles about how YRB 69S (originally 1 DCE) drives, and you can appreciate why the majority were automatics, because it matches the Triumph's touring character. New-looking 14in Michelin MXV classic tyres play their part in the pleasing handling and ride. Sensibly, a Revotec electric fan conversion is fitted and at no point did the V8's infamous cooling system give cause for any concern.

As befitting such a cosseted lifestyle, the Tahiti Blue body is exceptional, although there are some inevitable places where it's been touched-up, such as under the nearside headlamp and on the offside rear scuttle top. The underside bottoms of the front and rear valances have been treated with a (dealer-applied) anti-rust treatment, as have the wheelarch lips. Other than that, it's 1978 all over again with the original alloy wheels in a similar time-warp appearance. The hood and rear screen could be new for all intents and purposes and despite the lack of regular use, the frame and rear canopy work as they should. Late Stags came with standard hard-tops and this one is as good as the rest of the car.

The biscuit-coloured trim enjoys a unique patina that no restoration can equal. There are no blemishes and this includes the dashboard's wood veneer and the carpets, the latter protected by Triumph-branded rubber mats. The roll bar's covering is like new, as is the interior of the hood. A period push-button radio is retained with twin door speakers.

It's a bit of a mixture of original and modified under the bonnet. The engine, save for the Revotec cooling fan, is as it left the factory but there's been little attempt to preserve the appearance, and this includes ancillaries such the brake servo that show light rusting. What detracts the most is what appears to be Ziebart treatment applied to the bulkhead and inner wings – where it's flaking off, the body colour is revealed. Registered in June 1978, this Stag has led a charmed life; the first owner being a barrister who kept it in an underground car park before specialist, The Stag Shop, which looked after the car, acquired it in 2013. There's a personal log of the mileage and trips to support the low figure. The fourth owner paid £41,500 last year according to an invoice – suddenly the asking price doesn't seem quite so astronomical.

CHOOSE YOUR TRIUMPH STAG

- Designed on a Triumph 2000 saloon base by Giovanni Michelotti, and originally intended to use that car's straight-six, the Stag was launched in 1970. Sole engine choice was a new 3.0-litre V8, intended as part of a modular range which also included the Triumph Dolomite and Saab 99 slant-fours.
- Hood redesigned in 1972 to eliminate split-prone rear three-quarter window. Cooling system also changed to high-pressure to address overheating issues.
- 1973 MkII brings twin side-stripes, a black-painted tail panel, redesigned instruments and a smaller-diameter steering wheel.
- 1976 cars reverted to body-coloured tail panels and gained stainless steel sill covers. Automatic gearbox switched from Borg-Warner Type 35 to BW65. Discontinued 1978.

1978 Triumph Stag

Price £36,995 **Contact** Fairmont Sports and Classics Ltd, Brentwood, Essex (01277 563561, *fairmontsportsandclassics.com*) **Engine** 2997cc V8, ohv, two carburettors **Power** 145bhp @ 5000rpm **Torque** 170lb ft @ 3500rpm **Top speed** 112mph **0-60mph** 10.4sec **Length** 4394mm **Width** 1613mm

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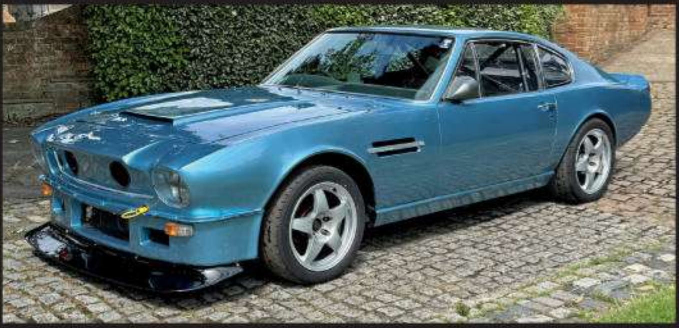
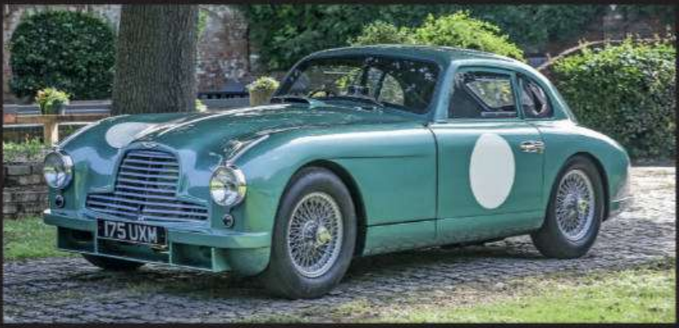
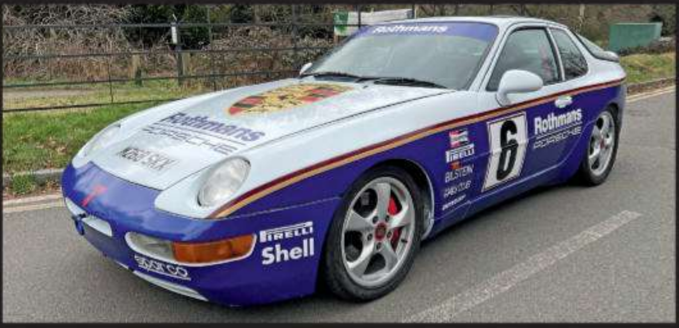


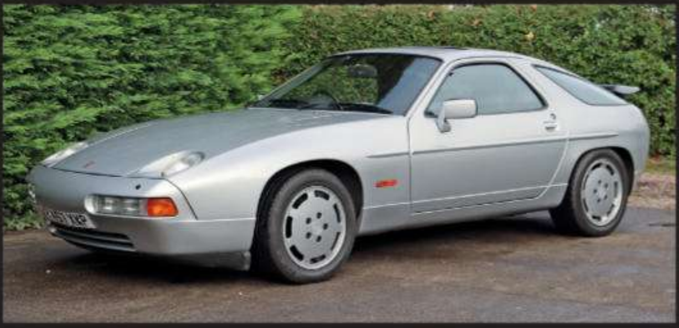
1972 Aston Martin V8 RACE CAR. One of only two V8's to have ever been issued with FIA papers, (now expired) Recent full engine rebuild plus brakes and more too numerous to list here. A very inexpensive entry point into Aston Martin Racing at **£75,000**



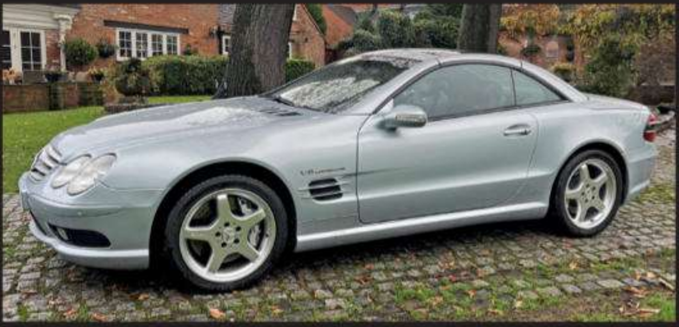
1952 Aston Martin DB2 Le Mans. Lightweight with current FIA papers until 31st of December 2026. A well known and well built classic race car, eligible for numerous international events. Acres of recorded history and expenditure. Superb condition and reasonably priced at **£225,000**



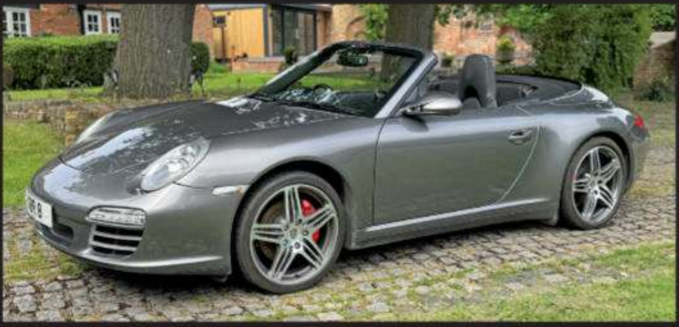
1995 Porsche 968 Sport TRACK DAY CAR FINISHED in ROTHMANS LIVERY, fitted with roll cage, full harness seat belts, race seats and more. Very cheap at **£14,995**



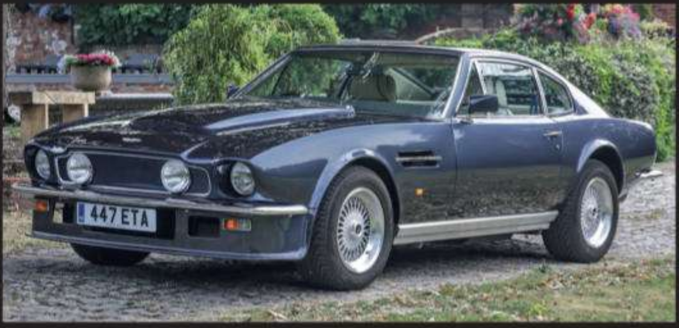
1988 Porsche 928 S4. Finished in Rhodium Silver with black hide interior piped in red. 77,000 miles only from new with fully documented service history and recent considerable expenditure with Porsche main dealer. Rare in this exceptional condition and likely to appreciate. **£24,995**



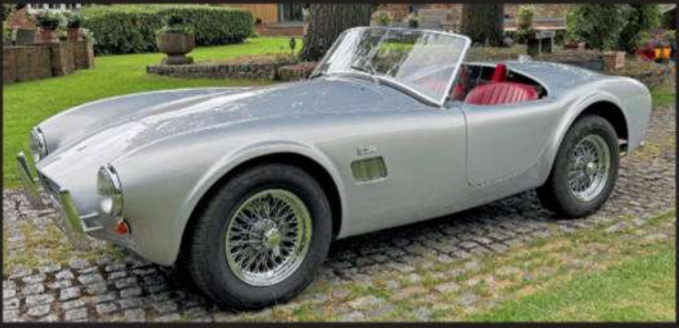
2003 Mercedes SL 55 AMG. Finished in Silver with Charcoal hide interior. The SL55 is a much under-rated Supercar which will provide the fortunate new owner with hours and weeks and months and years of undiluted motoring pleasure. I know this as I have had several of them, and only **£15,995**



2009 Porsche 997 Carrera 4S Cabriolet. In Dove grey with full black hide interior. Two careful lady owners from new and only 43,600 miles with full documented Porsche main dealer service history. Just perfect and only **£43,950**



1972 Aston Martin V8. Completely rebuilt at astronomic cost by Trinity Engineering, close to the specification of the later "X" pack design. Manual transmission, air conditioning, Ronal wheels, new paint and interior, Needs to be viewed to be fully appreciated. **£165,000**



2001 registered AC Hawk 289 Cobra Copy by the best in the business. Finished in Silver with full red hide interior, full weather equipment, powered by 3.9 alloy V8 engine with 5 speed transmission. Great build quality and amazing value at **£49,950**

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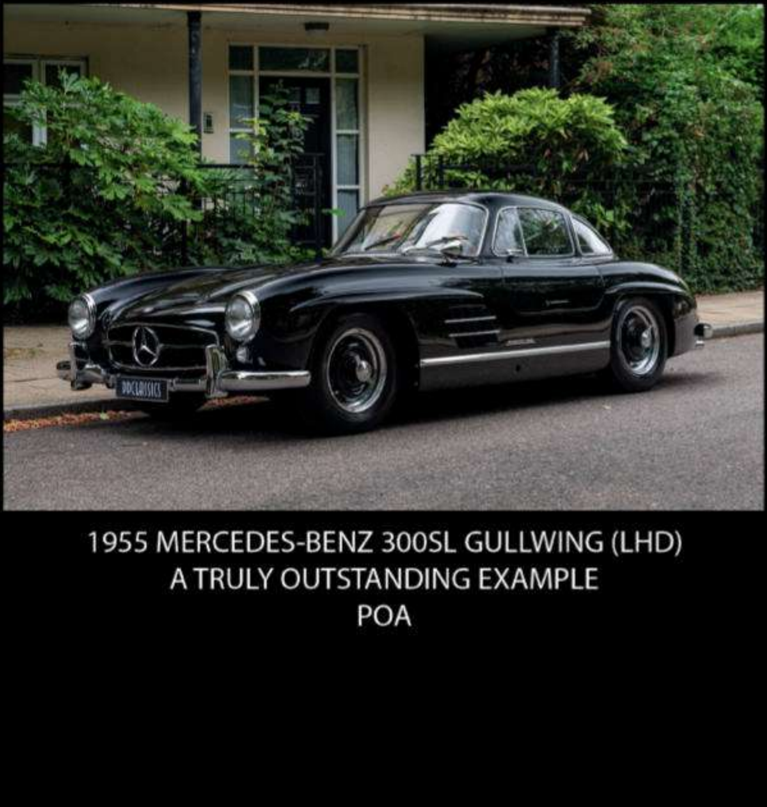

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1969 Jaguar E-Type Series II 4.2 Roadster – Last Owner 49 years. UK Home market matching numbers car. Only two owners from new. fantastic history file dating back to its first service in 1969. .... **£69,995**

1989 Jaguar XJS V12 Convertible – This XJS has had a staggering £110,000 spent on restoration work since 2014. Ten years on since restoration the XJS is exceptional to drive, with its rebuilt engine, gearbox and upgrades it is very special on the road................**£24,995**

1958 MG ZB Magnette – The MG is ready to use and enjoy. Having gone to huge expenditure, the last owner has sold the car and it therefore now offers an excellent opportunity. Prior to the work, this was a strong, honest, original car and its now been taken to a lovely standard, ideal for regular use, shows and rallies....................................**£19,995**

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1971 Mini Cooper S MKIII – A beautifully prepared car with an outstanding, gleaming Acqua paint finish. The engine is strong, feels quick and the gearbox offers lovely smooth changes. A huge level of work has gone into this car, its now ready to use and enjoy and is so much fun. **£49,995**

1968 MGC GT Automatic – University Motors - The C is structurally sound with a solid, straight underside and the bodywork is very smartly presented with a lovely paint finish. The chrome work is nicely presented, the wheels are excellent and the engine bay and boot area are well presented. The interior is very well presented............................ **£19,995**

1924 Morris Cowley Bullnose Two Seat Tourer – A beautifully aged older restoration has an interesting history. Ahead of delivery to its new owner, the Bullnose will be freshly serviced and ready to be enjoyed...... **£14,995**

1963 Jaguar MKII 3.8 – Beecham Upgraded - AJM 47A is a fabulous car in every respect and is not only presented in beautiful condition, it is ideal for regular use and long distance touring. The various upgrades make this car the ideal overall package **£49,995**

1948 MG TC – SXS 233 is still running in with around 200 miles covered since completion. The MG TC has a stunning, clean, and re-painted chassis, stunning bodywork and paintwork and a top-quality interior. On the road the MG is a delight with a rebuilt engine and impressive road holding.. **£24,995**

1969 Citroen DS21 Pallas – XAU 572G is a fabulous example and has clearly been exceptionally well maintained all the way through its life, testament to this being the original leather upholstery. This structurally excellent car that is totally on the button and ready to use and enjoy **£34,995**

1971 MGB Roadster – Heritage Shell. This excellent driving, structurally outstanding MGB Roadster has covered 22,000 miles since a full nut and bolt restoration that was completed in 2005. A properly maintained, strong, reliable and usable MGB for long distance touring................................ **£19,995**

1950 Morris Minor Series MM – The paintwork has an incredible deep, gleaming finish, the bodywork is exceptional and the interior has the feel of a beautifully kept, original car. Mechanically superb after its engine rebuild, the Morris is a delight **£14,995**

1971 Morgan 4/4 Four Seat Tourer – One long term owner since the 1980's and in 2011 treated the car to over £13,000 of work to the engine, braking system, steering and suspension. Since carrying out this work, the Morgan has covered over 7,000 miles and has been thoroughly enjoyed on club events. This is a fantastic car, superbly aged...........................**£24,995**

1997 Mazda MX5 MKI Harvard – Our car has covered just 16,000 miles from new and is a one lady owner car with all its original manuals, original bill of sale, service book and hard top. We can confirm the Mazda is superbly presented with an exceptional bodyshell and structurally first class underside **£17,995**

2006 Ford GT – This completely original, immaculate First Generation Ford GT has had just one owner from new and has covered 5300 miles. This legendary super car was ordered new in 2006 by one of our long term clients and for the past 17 years the Ford has been part of an impressive car collection and used sparingly...........**£399,995**

1971 Bristol 411 – A very honest, original and well cared for look. The upholstery is impressive with Black leather seats, high quality new carpets and delightful dashboard, dials and headlining. The Bristol has a true feeling of quality and finding genuine, very original examples of the 411 is becoming increasingly difficult **£57,995**

1997 MG RV8 – On the road the MG is a delight with impressive power and performance from the fit, healthy and superb sounding V8. The five speed gearbox excellent to use, and handling and braking superb after the recent program of work. The MG presents well with a lovely consistent Woodcote Green paint finish **£24,995**

1968 Rolls Royce Mulliner Park Ward Convertible – Having had the recent level of re-commissioning, the Rolls Royce feels excellent on the road and is in strong mechanical condition. BWA 438G looks impressive and imposing with a straight bodyshell and lovely, well presented paintwork **£59,995**

1986 Jaguar XJ-S C V12 HE TWR – The XJS presents in first class order with excellent paintwork and bodywork, and a lovely Grey leather upholstery. The Speedline alloys and Black Cabriolet targa top hood are also in very good order. This really is a true collectors piece and with low mileage XJS cars really pushing on in value..................**£19,995**

1977 Daimler Sovereign Coupe – The bodywork, shut lines and panels are pristine, the paintwork beautiful, chrome work first class and the upholstery truly outstanding. The underside is quite simply exquisite, and on the road equally impressive with impressive power, performance, comfort and luxury........ **£39,995**

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1976 Lancia Fulvia 1.3S – 21,500 miles. A magnificent, highly original car. UK RHD Home Market example. An ideal collectors piece, a car to showcase, use occasionally and carefully own but without doubt, its fantastic fun to drive..**£29,995**

1986 Jaguar Sovereign 4.2 – This exceptional, low ownership, 46,000 miles from new original car has spent most of its life on Guernsey. This is a car for the discerning buyer looking for a largely original, top class example **£19,995**

1960 Jaguar XK150 3.8SE DHC – One of just 264 right hand drive 3.8 SE's. A stunning older restoration. Overdrive gearbox, power steering and upgraded brakes. The Jaguar is perfect for regular use and long distance touring...**£92,995**

1955 Swallow Doretti – This is an exceptionally rare car, and one that has been rebuilt to the very highest of standards. This is a very special car, ieal for long distance touring, and a delightfully aged professional restoration...**£79,995**

1960 Daimler Dart SP250 – Proven overseas long distance tourer. Matching numbers car, still retaining its original colour combination and it boasts some superb modifications to include overdrive, rack and pinion steering and B spec chassis modifications. Sounds and performs superbly..............................**£53,995**

1989 Bentley Eight – 37000 miles and comes with impressive service history. Supplied by us with 12 months MOT and freshly serviced, this is a car that will leave us ready to use and enjoy without further expenditure....**£26,995**

1989 Peugeot 205. 1.6 GTi – 68,000 miles from new and comes with a fantastic history file to include the original bill of sale, service books, handbooks, spare key with original Peugeot keyring, MOT's and comprehensive invoice file. Everything a collector would want. **£18,995**

1957 Chevrolet Bel Air – The quality is first class throughout and having had an incredible £90000 of expenditure. Only 300 miles have been covered since restoration. 268.9 HP at 4300 RPM and 327.9 lb/ft of torque the specification includes Powerglide Auto transmission, power steering and power windows..................**£39,995**

1950 Jaguar XK120 Roadster – We can confirm this Jaguar drives superbly, running with exceptional oil pressure as expected with a fully rebuilt engine that has covered nominal mileage. WXG 181 offers outstanding and impressive performance with a lovely usable Moss gearbox making for a fantastic driving experience.......................................**£79,995**

2012 BMW Alpina B3 GT3 – Just 26,000 miles from new. 1 of 4 produced in RHD and of the 4, according to the Alpina register is the only Mineral White Pearl RHD example ever made. Part of a limited production run of only 99 cars as Alpina celebrated their success in the German GT championship.................**£59,995**

1930 Humber 9/28 – An interesting history, but the most remarkable thing about it is the unique level of originality of the interior. Engine and rear axle rebuild. We have never seen one with this level of originality. We think this Humber is remarkable value for money and quite unique.....................**£9,795**

1962 Triumph TR4 – Historic Road Rally Winner – The car presents well as a real 'user', is structurally excellent and general appearance is as you'd expect of an top quality older restoration that's been used to competing in events. This is a brilliant car, true provenance but also incredible fun to drive............**£39,995**

1955 MG TF 1500 – UK Home Market RHD This is one of just 244 UK home market MG TF1500's, an incredibly rare car. Matching numbers example was built on the 31st January 1955 and was subject to a full rebuild in 1986. Mechanically very strong and driving well, ideal for regular use, shows and events..........**£27,995**

1978 Aston Martin V8 Volante – 45000 miles, accompanied by an exceptional history file including original bill of sale. A stunning, highly original top class motor car that we are very proud to offer onto the market..**£187,995**

1959 Jaguar XK150S 3.4 FHC – UK Home Market – Matching Numbers. Perfect combination of history, provenance, usability, and quality in terms of condition and restoration. This is a car we've known for almost 15 years and we cannot highlight enough how spectacular this car is....**£99,995**

1967 Jaguar E-Type Series I 4.2 FHC – Matching numbers. The cars history is superbly documented, to include the early mileage log, invoices dating back to the 1970's, restoration invoices, maintenance invoices, photographs of the engine rebuild and bodywork, old logbooks, MOT's, tax discs and Heritage certificate.....................**£79,995**

1970 Lotus Elan +2S – This beautifully presented example was manufactured in 1969 and comes with an impressive history dating back to just a few years old. On the road the car feels tight, responsive and offers a fantastic driving experience. The engine is super fit, its strong, offers impressive performance and with smooth gear changes...**£29,995**

1968 MGC Roadster – Our MGC is a fantastic to driver, its performs incredibly well on the road with a strong, fit and healthy engine holding very good oil pressure. The C has a smart, tidy engine bay with excellent inner wings and the underside of the car is excellen..**£19,995**

1971 Jaguar E-Type Series III V12 Roadster – Coombs Demonstrator – Registered new with the Coombs of Guildford and wore the world famous registration number 'BUY 1'. This matching numbers car has only covered 38500 miles from new and whilst it has had cosmetic refurbishment, it is an incredibly original car. An unrepeatable opportunity.............**£127,995**

1959 Austin Healey 3000 MKI – We can confirm on the road this Healey is sensational, it is quite simply outstanding to drive. The engine is incredibly fit offering excellent performance and correct oil pressure, the gearbox as expected after a thorough rebuild is first class and the car is dream in terms of handling.................**£45,995**

1957 MGA Roadster – FIA Registered. No doubt one of the very best driving examples we have owned. This is a fantastic car, one with true provenance and its long term reliability has been proven with its years of long distance overseas touring....................................**£34,995**

1974 Rolls Royce Corniche – 330 YUK is an incredibly usable, strong driving Jeep that presents in excellent condition with many of its original features and tools. Since being in the UK the Jeep has covered in the region of 6000 km's (now 8000 km's since rebuild) and has been MOT tested most years.......**£44,995**

1983 Porsche 911 SC – This beautifully presented Porsche 911SC is a full history car that has recently been subject of a program of work that has cost almost £70,000. This beautifully presented Porsche 911SC is a full history car that has recently been subject of a program of work that has cost almost £70,000..................**£79,995**

1961 Jaguar E-Type Series I 3.8 FHC FIA Race Car – This 1961 Jaguar E-Type Series One 3.8 Flatfloor Coupe is an FIA registered Competition GT car with valid Historic Technical Passport for Hill Climb, Rally and Racing. Valid until 31st December 2026, 6182 RW is in the GTS 7 FIA Class and has competed at several circuits all over Europe including Le Mans.....**£224,995**

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1996 PORSCHE 993 COUPE. Finished in stunning Nautic Blue with Classic Grey Leather Trim and Tiptronic Gearbox. Specifications include electric sunroof, climate control, deployable rear spoiler and rear window wiper, xenon headlights and an upgraded music system with bluetooth capabilities. This stunning example comes with its original book pack, service book, old MOTs etc. Has now covered 113,000 miles. An extremely attractive and very rare 993, becoming highly collectable and sought after. **£55,000**

ULEZ
EXEMPT

1952 DAIMLER SPECIAL SPORTS CONVERTIBLE. Coach built by Barker and one of only 500 built. 3 were fixed head the rest drop heads mainly by Barker, there were a few Hooper bodied. Finished in Sage Green over Smoke Green with Beige Hide. The car has an extensive History File including the original log book detailing ownership. Also comes with MOTs dating from 1968 to 2018, handbooks, Jack and Tools, Spare keys etc. Beautiful example..**£32,995**

ULEZ
COMPLIANT

2018 MERCEDES AMG SLC 43 AUTO CONVERTIBLE. Finished in immaculate Metallic Black with Black Nappa leather stitched red and red seat belts. 3.0 litre V6 engine capable of 0 to 60 in 4.6 seconds. Panoramic folding roof, air scarf, climate control, Mercedes Comand System, heated seats, performance steering wheel, AMG body styling, 18 inch alloy wheels, 9 speed auto with tiptronic paddles etc. 41,800 miles with original handbooks. Full Service History and 2 sets of keys. Excellent opportunity to acquire a high performance luxury Mercedes **£26,995**

1990 ROLLS ROYCE SILVER SPIRIT II *2 OWNERS 15,000 MILES FROM NEW*. Supplied to a London PLC 1st Jan 1990 then passed to a doctor for 29 years and used sparingly now covered 15,900 miles. Finished in Royal Blue with Magnolia Hide, Dark Blue Piping and Dark Blue dash top Dark Blue carpets. Spare wheel and unused complete tool kit. The underside is in remarkable condition, looks more like a one year old car not a 33 year old one. One of the very best you will find. **£26,995**

ULEZ
EXEMPT

1969 LOTUS ELAN S4 *ONLY 27,700 MILES*. This rare Elan is one of a limited number of Lotus cars badged black. The cars had black badges and a steering wheel bearing Colin Chapman's signature. An incredible one owner car which has covered only 27,000 miles after being on the road until 1991. Now fully restored. The interior is totally original. Comes with original handbooks, service book, MOTs up to 1991 and one carried out Oct 24. Unique opportunity to acquire a genuine one owner low mileage Elan **£51,995**

ULEZ
EXEMPT

1975 TRIUMPH TR6 2.5 PI P6. This immaculate fully restored UK spec CR chassis number fuel injection with overdrive example has been subject to a full restoration to its original UK spec and original colour, Magenta with black trim. Upgraded with far more comfortable seats and a wooden steering wheel. With an extensive history file with MOTs to confirm mileage of only 71,000 from new, the original hand book, service book, heritage certificate plus a hard top supplied from new................**£23,995**

ULEZ
EXEMPT

1961 MGA COUPE 1600 MK2. Finished in immaculate Mineral Blue with Black leather seats and Grey carpets all in excellent condition. Imported from South Africa in 2022 by a Classic Car Enthusiast. Although in very good rust free condition the paint looked tired and a little faded. Has now been in our body shop for a full repaint and looks superb in its original colour of Mineral Blue, a pleasant change from the normal clariot red. A rust free matching number car which drives exceptionally well...................................**£19,995**

1993 JAGUAR XJS V12 COUPE. This exceptional example was first registered to Jaguar cars Browns Lane in February of 1993 then sold to its first owner in Dec 93 who owned the car for 27 years. The second owner, a long standing customer of ours, purchased the car from us in 2020 and has only covered 1,000 miles during his ownership of three years. The car has now only covered 59,000 miles with an impressive 23 service stamps. Finished in immaculate Flamingo Metallic with Doeskin hide. Becoming very hard to find in this condition. **£16,995**

ULEZ
COMPLIANT

2001 BMW Z3 SPORTS ROADSTER 2.2 *ONLY 39,900 MILES*. Finished in desirable Dakar Yellow unmarked Black leather complimented by a brushed alloy centre console. Six cylinder 2.2 injection engine coupled to a 5 speed manual gearbox. With heated electric seats, air conditioning, electric hood, expensive Alpine Audio System including Sat Nav. Last owner used sparingly over 13 years with 8 main dealers and 2 specialist stamps. Perfect example. **£13,995**

ULEZ
COMPLIANT

2016 MERCEDES C200 COUPE AMG AUTO. Finished in flawless Hyacinth Red Metallic with unmarked Black Leather Interior. Specifications include heated and electric front seats, two zone climate control, cruise control, multi function colour control screen, DAB radio, Sat Nav, Rear camera, Bluetooth, ambient lighting, paddle shift, speed limiter, panoramic sunroof, 18inch alloy wheels etc. The car has only covered 25,000 miles. Very high spec luxury low mileage C200 Coupe..................**£16,995**

ULEZ
EXEMPT

1972 ROLLS ROYCE SILVER SHADOW I. Finished in Sable with Beige Hide and Beige Wilton Carpets. Last purchased in 1982, for the last owner's daughter's wedding and kept the car until we purchased it in 2018 and has been in our personal collection. Fully recommissioned including hydraulic brakes and suspension overhaul and covered 65,000 miles. Stunning looking car in its period colour. Ready for show..........**£19,995**

1987 JAGUAR XJ6 3.6. Finished in immaculate old English White with unmarked Saville Grey hide, Grey carpets and as new Walnut Veneers. Supplied and serviced by Dutton Forshaw. Has only covered 35,100 miles from new. Comes with its original books, service book stamped by Dutton Forshaw, 2 sets of keys, unused tool kit and unused spare wheel. Immaculate low mileage car in virtually as New Condition.......................**£15,995**

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ULEZ
EXEMPT

1980 MGB ROADSTER. This stunning MGB is finished in immaculate Factory Black with Black Leather, Wire Wheels, Overdrive, Mohair Hood and Pioneer KE2900 Radio. 64,000 miles, comes with MOT certificates dating back to its first one at 3 years old and a large file of invoices for service and maintenance detailing the care and attention this exceptional MG has had to keep it in the condition it is today. One of the best on the Market, don't miss this one! **£14,995**

ULEZ
COMPLIANT

2005 PORSCHE BOXSTER 3.2 S 6 SPEED MANUAL GEARBOX. Finished in immaculate Basalt Black Metallic with dark grey hide, dark grey carpet and electric powered black hood. Only 67,000 miles with full service history, both main dealer and specialist stamps. Electric seats and windows, original Porsche CDR 24 sound system, digital climate control, trip computer etc. Comes with a file of invoices detailing how well the car has been cared for along with its original books in the leather Porsche Wallet. Superb drive and performance.............**£13,995**

ULEZ
EXEMPT

1971 ROVER 2000 TC. Finished in Tobacco Leaf with Black Hide. Placed into storage in 2005 and fully recommissioned by us in 2020. We sold the Rover to its second owner in 2020 who covered only 2,000 miles during his ownership, now only covered an incredible 31,000 miles. Comes with Heritage Certificate, old MOTs and new car receipt from Lex Motor Group. Very hard to find in this condition... ....**£12,995**

2000 VOLKSWAGEN GOLF V5 AUTO. Top of the range luxury Golf featuring the super smooth VW V5 engine together with the DSG Automatic gearbox. ONLY one owner and 57,000 miles. Immaculate Diamond Black with contrasting Magnolia Leather. Only one very careful owner, meticulously serviced and maintained, confirmed by the documented history and service records with 18 stamps in the service book. With all the original handbooks and service book. Exceptional condition........**£11,995**

ULEZ
COMPLIANT

2001 BMW 320CI SE COUPE *ONLY 26,000 MILES*. Finished in immaculate Titan Silver with unmarked Black Trim. Specifications include rear park sensors, climate control, cruise control, BMW business radio cassette and CD multi changer, electronic stability control etc. Serviced and maintained by a meticulous owner. These E46 BMW Coupes are now very desirable, particularly the 6 cylinder variant. This must be one of the best of the best. **£12,995**

ULEZ
EXEMPT

1972 VAUXHALL VICTOR 2300 SL. Finished in immaculate Venetian Red with unworn Black Trim. Having been dry stored from 1976 to 2010 then into a small collection until recently. Now only covered 31,000 miles and comes with its original buff log book, owners book pack, service book, MOT from 2010, when it came out of dry storage at 31,426 now only 31,766. Very Rare find not many of these left now and certainly not in this condition. **£10,995**

1996 MERCEDES E220 CABRIOLET SPORT. Finished in the popular colour combination of immaculate brilliant silver with black leather. With the optional extras of heated seats, front armrest and 8 hole alloy wheels. Only 3 owners from new, the last owner has owned the car since 2005. Comes with service history, old MOT's, Mercedes book pack, service book etc. Very well looked after low ownership locally owned from new. Now becoming very sought after...**£10,995**

1986 AUSTIN METRO CITY *ONLY 3,200 MILES*. Finished in its original White Diamond with Brown/Beige Trim. Serviced at 999 miles and again at. 2,505 miles. MOT's within file from 1989,1990,1991 and 1992. Totally original apart from having a new exhaust system. Comes with all the original log books in the original plastic wallet. With unused spare wheel and tools. Must be one of the best in existence, would be credited to a collection or museum...**£9,995**

ULEZ
COMPLIANT

2004 VW BEETLE 2.0 AUTO. Only 18,000 miles from new only 2 owners, 1st from 2004 to 2023. Finished in Silver with Grey Trim this virtually unmarked car has been very well looked after with 15 service stamps in the service book. Specs include Radio/CD player, alloy wheels, air con and metallic paint. With original new car invoice, fully stamped service book, unused spare wheel and tool kit and 2 keys. Immaculate low mileage Beetle for only **£7,995**

2000 JAGUAR XJ8 AUTO. Finished in immaculate Ebony Black with Ivory Hide. This elegant XJ8 comes with Sat Nav, Climate Control, Cruise Control, CD Changer etc. Covered 82000 miles with a fully stamped service book and an invoice for a new timing chain. Comes with all original book pack, a file of invoices, old MOTs dating back to 2003, complete tool kit and 2 sets of keys **£7,995**

1999 BMW 318I CONVERTIBLE AUTO. Only one lady owner from New. Finished in Titan Silver with Black Leather and Black Hood. The car has only covered 58,000 miles with service print out and old MOTs. Specification includes Climate Control, Electric Windows, Leather Steering Wheel and Alloy Wheels. One owner low mileage car for only **£6,995**

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2014/14 Bentley Continental GTC Speed. Finished in Damson with a Black hood and 21 inch Speed alloys in Dart Tint. The interior is in Beluga with contrast stitching in Damson and Black carpets with Piano Black veneers. Totally unmarked with full history, immaculate condition throughout..**£42,950**

2015/15 Bentley Flying Spur Mulliner W12. Finished in Onyx with electric sunroof and 21 inch alloys. Linen hide interior with secondary hide in Beluga and Piano Black veneers, with Comfort Specification, rear parking camera and Convenience Specification. Only 49,000 miles with Full History. Immaculate..**£43,750**

2010/10 Bentley Continental GTC Series 51. This beautiful example is in White Pearl with Black mohair hood, 20 inch alloys and adaptive cruise. The interior is in Linen and Beluga, with contrast stitching, Piano Black veneers and rear park camera. Only 61,000 miles with FSH. Immaculate, must be seen..................................**£33,950**

2017/2018 Model Bentley Bentayga W12. Onyx with panoramic roof. Black Line specification with 22 inch 5 spoke alloys. Linen leather with Black stitching with secondary hide in Beluga. Huge spec. with only one owner and just 45,000 miles. Full Main Agent service history. Immaculate at **£66,999**

2005 Model/54 Bentley Arnage T Mulliner in Silver Tempest with 19 inch split rim alloys, Mulliner wing vents and quad exhausts, with Magnolia interior, contrast stitching and French Navy carpets piped in Magnolia. Vanity mirrors and turned alloy inserts to waistrails and dash, immaculate condition only **£28,999**

2009 Model / 58 Bentley Arnage R. Finished in Anthracite with 18 inch alloys and an electric sunroof. Fitted with sports suspension and rear park camera. The interior is in Oatmeal with Beluga carpets and Burr Walnut veneers. Only 36,000 miles with FSH. This car is in outstanding condition and has to be seen **£37,999**

1997 P Bentley Turbo RL. Finished in Peacock Blue with contrasting coach lines, 17 inch RT alloys and a chrome grille. Parchment interior with French Navy piping and French Navy carpets piped in Parchment. Known to ourselves for last 8 years, with FSH. They don't come much better than this, only...**£19,999**

2008/08 Bentley Continental GTC Mulliner. Finished in Silver Tempest with 20 inch Mulliner alloys and a Black mohair hood. The interior is Portland with Bentley embossed in the seats and contrast stitching. Fitted with Walnut veneers and Black carpets. Low mileage with FSH. Immaculate throughout.......................................**£29,250**

2015 / 2016 Model Bentley Mulsanne Speed. Silver Storm with 21 inch wheels and electric sunroof. Linen main hide and Beluga secondary hide with contrast stitching, Comfort Specification, Speed Premier Specification, Piano Black veneers and TV tuner. Only 29,500 miles with full Bentley history. Immaculate... **£66,999**

2004/54 Bentley Continental GT. Finished in Silverlake with 19 inch split rim alloys and classic Portland interior. Nautic Blue secondary hide and Burr Oak veneers, with door and rear quarter inlays and Blue carpets. Immaculate condition with full history. Known to ourselves for several years. Value at only..**£17,650**

2006/56 Bentley Continental Flying Spur. Finished in Silver Tempest with 20 inch alloys and electric sunroof. Cotswold interior with Charcoal carpets, heated seats front and rear and Walnut veneers, with just 81,000 miles. Full history and maintained regardless of cost. Immaculate and outstanding value at only.....................................**£17,999**

2007/07 Bentley Arnage T Level 2. Finished in Tungsten with 19 inch polished blade alloys, electric sunroof and retracting Flying B mascot. Stratos Silver leather interior with Slate secondary hide. Wood and leather steering wheel and Bentley badges to waist rails. Only 61,000 miles with FSH. Only...**£36,950**

2007/56 Bentley Continental GTC. Finished in Beluga with a Black Mohair hood and 2014 style 21 inch alloys. Beluga interior with St James stitching and Walnut veneers. 69,000 miles with Full Service History. Known to ourselves for 5 years and in immaculate condition throughout..**£25,999**

1998 S Bentley Arnage Red Label Look Alike. Finished in Meteor Blue with electric sunroof and 18 inch Red Label alloys, with Magnolia interior piped in French Navy and French Navy carpets piped in Magnolia. Full Service History, outstanding condition and must be seen...............**£15,999**

1997 P Bentley Continental T. Wide Bodied in Black Sapphire with 18 inch 5 spoke alloy wheels. Parchment interior with French Navy piping, Dark Blue carpets with Parchment piping and Burr Walnut veneers. Known to us for 6 years and maintained to the highest standard. 65,000 miles, immaculate throughout...............................**£82,950**

2007/57 2008 Model Continental GT Mulliner. Sapphire Blue with 20 inch split rim alloys. Magnolia interior with Nautic stitching, massage seats and Walnut veneered steering wheel. 68,000 miles with FSH. Known to us for 4 years, latest upgraded stereo and sat nav, with 360° camera. Immaculate throughout **£25,750**

1987 D Rolls Royce Silver Spirit EFI ABS. Finished in Royal Blue with Cream coachlines. The interior is Cream piped in French Navy with Cream carpets piped in Cream and Walnut veneers. This is a stunning car which we have known, serviced and maintained regardless of cost for 15 years. Value at only..**£17,250**

2000 X Rolls Royce Corniche Convertible MK V 6.8 V8. Finished in Amethyst with a Black hood and 17 inch alloys. Pale Grey leather interior piped in French Navy with French Navy carpets and Walnut veneers. Only 26,900 miles with full history. Absolutely stunning, a rare piece of motoring history **£128,950**

1990 G Rolls Royce Silver Spur MK II Active Ride. Finished in Brooklands Green with Cream coachlines and whitewall tyres, with Parchment interior, picnic tables and electric rear seats. Supplied and serviced by ourselves since 2001. Only 81,000 miles, immaculate condition throughout. Only **£22,950**

2007/07 Bentley Continental GT Mulliner. Finished in Silver Tempest with 20 inch alloys. Magnolia interior with secondary hide in Beluga. Dual trimmed steering wheel, massage front seats and Piano Black veneers, with door and rear quarter inserts. Only 31,000 miles with FSH. Immaculate throughout....................................... **£28,950**

1996 N Rolls Royce Silver Spirit MK IV. Finished in Wildberry with Cotswold interior and Mulberry carpets. Fitted with picnic tables and bottle cooler to the rear. This car has only covered 85,000 miles, with Full Service History and has been known to us for over 16 years. Unmarked condition and highly recommended **£24,950**

1992 J Silver Spirit Mk II Active Ride. Finished in Royal Blue with Parchment interior piped in French Navy with French Navy carpets. Only 60,300 miles with Full Service History. Can only be described as like new throughout **£20,950**

1980 W Rolls Royce Silver Shadow Series II. Presented in absolutely immaculate condition. The Chestnut paintwork is completely unmarked and the London Tan interior is almost like new. With only 51,000 miles, it is very rare to see a car in this condition. You could be the proud owner for only **£32,950**

2006/56 2007 Model Bentley Continental GTC. Finished in Beluga with 20 inch multi-spoke alloys and a Black Mohair hood. The interior is in Saffron with Beluga door and quarter panels, with Walnut veneers including inlays in doors and rear quarters. Only 54,000 miles with history. Immaculate, only **£21,999**

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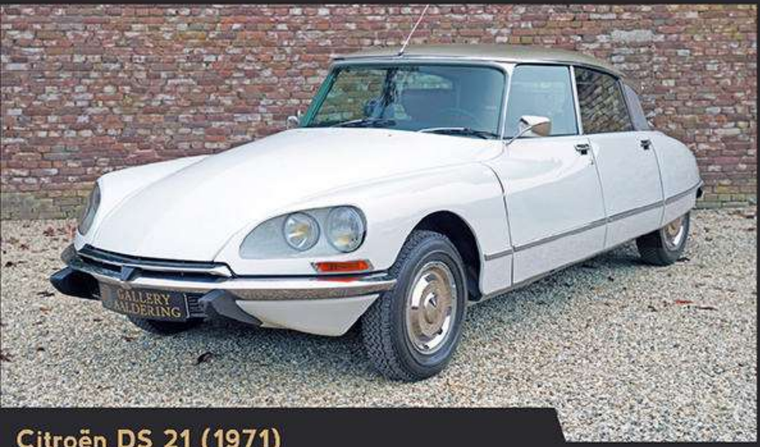

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2003 PORSCHE 996 TURBO CABRIOLET X50 (450 BHP). Black, Black hide, 69,000 miles, FSH. **£36,500**

DEC. 2016 (2017 MODEL) VW GOLF GTI CLUBSPORT S (One of 150). Metallic Black, 15,000 miles FSH. **£32,950**

2000 ROVER MINI COOPER MPI. Tudor Red, Black leather, 84,000 miles, FSH, Stunning **£15,950**

1970 TRIUMPH TR6 150 BHP. BRG, Beige leather. Overdrive. Older restoration. **£18,950**

2006 MASERATI 4200 COUPE CAMBIOCORSA. Mediterranean Blue, 55000 miles, FSH. **£12,950**

2002 MG TF. Metallic British Racing Green, Beige leather, 26000 miles, 1 owner. **£4,795**

2009 MAZDA MX5 2.0I. Galaxy Grey, Anthracite hide, 6-speed, 75000 miles. FSH **£5,950**

2000 BMW Z3 2.8I ROADSTER. Topaz Blue, Blue hide, 5-speed, 79,600 miles, FSH. Lovely. **£5,950**

1996 VOLKSWAGEN GOLF VR6 5 DOOR. Candy White, rare auto with e-sunroof. 68,000 miles, FSH. **£5,750**

1998 MERCEDES SLK230 MK1. Obsidian Black, Quartz hide, 79,000 miles. FSH. **£3,950**

1992 BMW E30 318I CONVERTIBLE AUTO. Alpine White, new power hood, 58,000 miles, FSH. Mint! **£10,950**

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Body off restored example that is well known to us at TRGB. Exterior re-spray in 2016 to a very high standard. Absolutely incredible history file with two box files full of paperwork, invoices, MOT's and two sets of keys. Triumph Mallard green, very good body, gaps and rear deck, lots of new panels documented within the extensive history. High specification model with 123 ignition distributor, staged cylinder head, extractor manifold, full custom interior with MX5 seats and aero roll over bar. MX5 seats have working speakers in the head rests and working heated seats. Very good mechanicals with current MOT. **£17,995**

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Original UK fuel injected model that is well known to us at TRGB Ltd. Fully body off restored in the late 1990's to early 2000's. Good history file with photographic restoration and all parts documented. Very good mechanicals and drives very well. Priced accordingly with scope to slightly improve trim and hood. Good chassis and underbody. Great engine with electric cooling fan and electronic ignition. Recent re-cored radiator, coolant flush, top wishbone bushes and speedo angle drive. A great usable example that will come with 12 months MOT. **£34,995**

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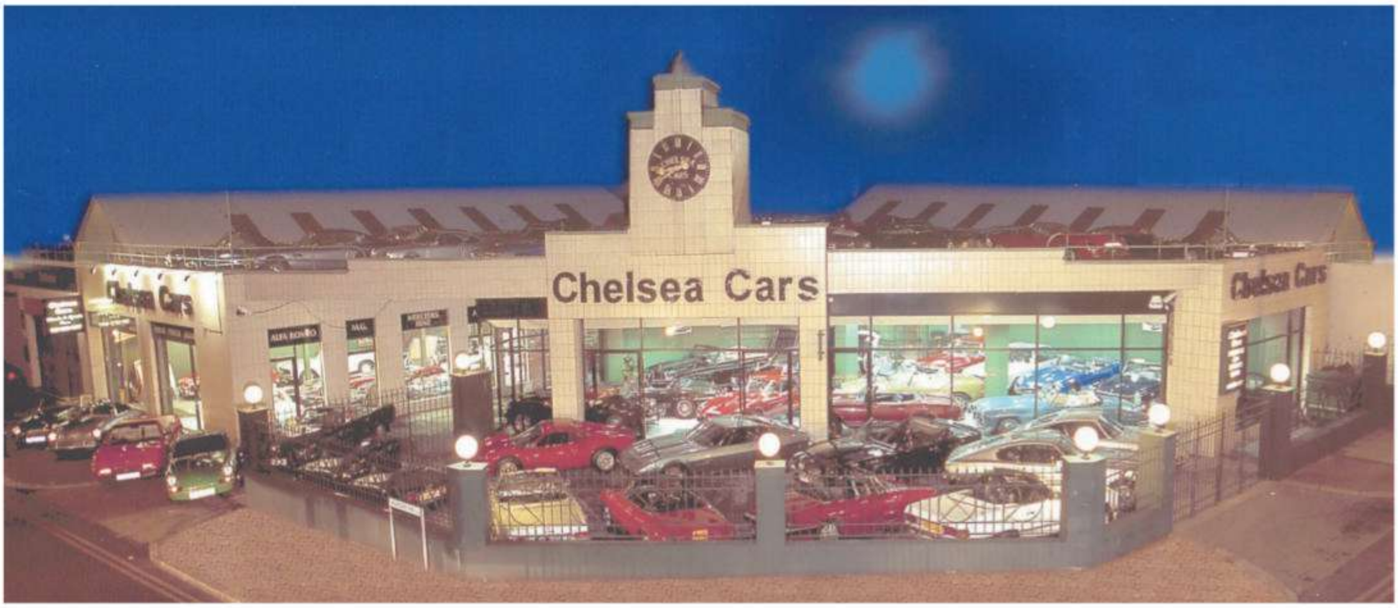

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BRISTOL 402 DROPHEAD COUPE 1950, Fabulously attractive, extremely rare, 1 of about 20 made, recent major restoration featured in 'The Automobile', just lovely, see video on our website, www.realcar.co.uk. £155000 Wales, tel:01248602649

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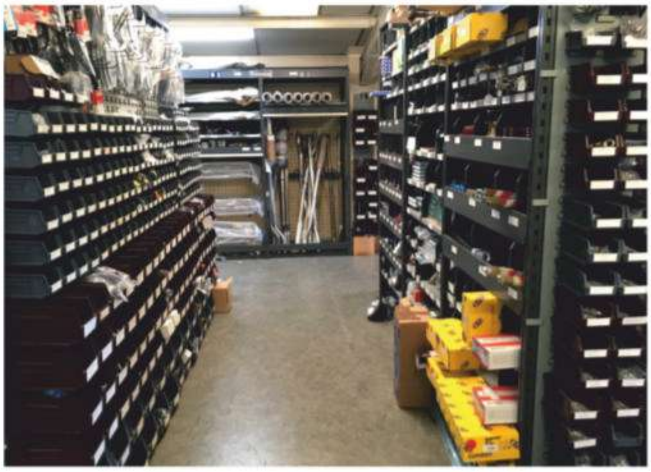

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JAGUAR MARK IV 1948, Buyers market reasonable offers considered with Red interior, fully restored and in excellent condition, ideal wedding car, please call for more information. £55000 Bath, tel: 01761470607

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MERCEDES-BENZ 300 1989, 139000 miles, Auto Midnight Blue with Creme Beige leather, 25 years of ownership, MoT March 2025 with no advisories, used regularly but sparingly, maintained by trusted independent mechanic throughout. £25500 London, tel: 07798867137

JAGUAR E-TYPE 1964, A fine example, in Signal Red with Beige leather trim, manual 4 speed gearbox, sitting on beautiful Chrome wire wheels, comes with a large history, full stainless steel exhaust, Moss box and matching. £95000 West Sussex, tel: 07711402024

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JAGUAR E-TYPE 1971, Auto, power steering, finished in unmarked gleaming Red with Cinnamon hide interior, completely restored back to metal with complete respray, kept in garage since new, thousands spent, drives superb. £55000 Kent, tel: 07495522488

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LAND ROVER RANGE ROVER 1975, 90000 miles, Selling due to moving abroad, excellent 4L engine (RPI Engineering), originally purchased for 6500 euros, White leather interior, period-correct alloy wheels, fairly good condition for age, no MoT. EUR, 12500 France, tel:0033749632125

MERCEDES-BENZ SL55 AMG 2003, 75000 miles, Exceptionally clean Charcoal hide interior, top of the range, in super condition throughout, comes with well kept history file, www.runnymedemotorcompany.com. £15950 London, tel: 01753644599/07836222111

JAGUAR MARK 2 1962, 17000 miles, In excellent condition and has been subject to restoration over the last few years, new interior, interior wood in very good condition, recently rust proofed, kept in dehumidified garage. £29999 Bath, tel:07850766979

JAGUAR XJ6 1976, 40000 miles, Very rare, Silver with Blue leather interior, electronic ignition so ultra reliable and a bit more power than standard, everything working as it should, lovely driving, very good condition. £20000 West Sussex, tel:07788824326

LAND ROVER SERIES IIA 1968, Immaculate, in current ownership for 17 years, part converted with small cooker and rear awning LPG, FWH overdrive, parabolic springs, anti roll bars, Salisbury rear axel, 2.5L 5 bearing engine. £16000 Warwickshire, tel:02476543854

MG A 1956, 67210 miles, An original UK supplied RHD car with a rare Derrington light alloy crossflow cylinder head, purchased in October 2013 as a barn find with no documentation or V5C, Heritage Certificate, MoT/tax exempt. £25995 Dorchester, Dorset, tel:07818000689

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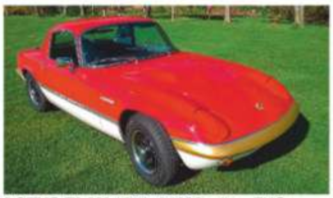
JAGUAR XK150 1960, 34000 miles, British Racing Green with Suede Green interior, Genuine matching numbers 'S' car, Heritage Certificate, good history file, lovely, not a 'specced up' car, was a demo car for Clayton Heaters. £68950 Sheffield , tel: 07831092851



LOTUS ELAN 1971, 84000 miles, FHC, concours condition, galvanised chassis, solid CV driveshaft replacements, recent new Dunlop tyres, significant history file, absolutely stunning example. £50000 Crewe, tel:07889601949

MG A 1957, 80000 miles, In Turquoise, has had lots of money spent on it, no rust at all, not fitted with a hood but I do have a good frame, previously registered in California, full nut/bolt body off restoration 5 years ago. £21995 Nottinghamshire , tel:07723590287

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MG B 1967, 44952 miles, MGB Roadster 1967 MK1, BRG, Black leather interior. O/D gearbox. Wire wheels. Mildly tuned engine. No bling, just a lovely proper car. Full details on request. Bedfordshire. £14995 Bedfordshire , tel:07850213727

MG B 1976, 2000 miles, Ground up rebuild, Ivor Searle stage 2 engine, tens of thousands spent, to be sold with a new MoT, bargain, kept garaged, everything new, refurbished or uprated, no rust, will come with a new MoT. £18500 Halesworth, tel:07973510471

MG B 1965, 24850 miles, Has overdrive, pull handles and wire wheels, had £4000 spent on it mechanically in the last four years, body respray two years ago, not concourse but it's in excellent condition. £16000 Reading, tel: 07770963030

MG BGT 1973, 80454 miles, Damask red, immaculate condition, meticulous restoration 1987 - fully documented and photographed, including receipts, won a 1st at Silverstone interational event, family owned for 38 years. £32500 Dorset, tel:07967711263

MG MAGNETTE 1957, Cream/Black, 4 doors, Honey coloured leather interior and seating, seat belts fitted to front seats, Red carpeting, restored dashboard, complete record of previous owners, garaged last 35 plus years. £20000 N E London, tel: 07990674809

MG PA 1936, 24111 miles, Kimber Trial class winner, unique dash with aircraft instruments, driven regularly, lovely car with lots of patina and plenty of history, not a trailer queen, well used. £21500 Sussex, tel: 07989512135

MG TA 1937, 46000 miles, MG TA, 1937, one previous owner mostly restored requires finishing. Been off the road and garaged for decades. Unfortunately I'm not going to finish it. New enthusiastic owner required to complete. £18995 Shropshire , tel: 07775447733

MG TC 1946, Matching numbers car, runs well, beautifully restored chassis, new body tub, seats, and trim, new side screen kit and hood frame - not fitted, new chrome on window screen and mountings. £19000 Rutland, tel:01572737113

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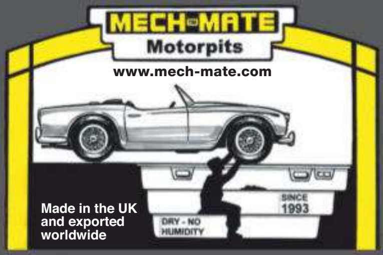

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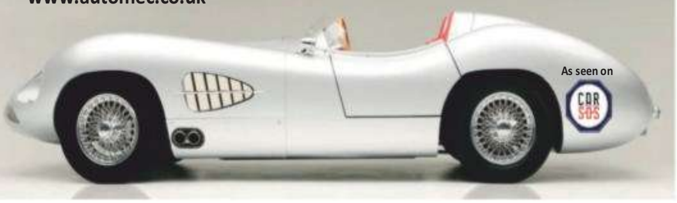

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newcomers

Soft outside, hard inside

Rover's 25 GTi keeps the 200vi's brilliant engine, but adds suspension modifications that turn it into a serious hot hatch

'The 25 is more than worthy of its GTI badge. If it had one'

In its February 2000 issue, *CAR* was taken by surprise by the unlikeliest of hot hatches, unaware of what was to follow

It's so restrained that Rover hasn't bothered to put any GTI badges on it, which would seem to defeat the point somewhat,' mused Mike Duff as he took in the new Rover 25 GTI in *CAR*'s February 2000 issue. Image was a problem for Rover, and even the striking BRM version of the 25's 200 predecessor had backfired. Range-wide chrome grilles and wood-veneer trim had given sales a boost against dull plasticky Escorts and Astras in the Nineties, but it had been a theme Rover had taken to extremes.

car
Audi A2
Jaguar's new E-type

The modernist image of the SD1 had been lost. The 75 of 1998 was a fine mid-level luxury contender, but it drew upon genteel themes which appealed primarily to elderly men in tweed jackets. Then Rover cancelled a Tony Pond-tuned racing 200, and extended its wilfully old-fashioned styling across the entire model range.

When Rover deposited a hot hatch on *CAR*'s doorstep, expectations were, therefore, low. It had few, if any, go-faster badges – dealers were left to fit them – or deeper side-skirts. Even the roof spoiler was that of a regular 25, just colour-coded. 'There's absolutely nothing in the way of surprise or delight,' said Duff about the interior – until he found that the usual Rover wood trim had been replaced with real carbonfibre.

'When you start doing GTI things with the Rover, it morphs into an impressive package,' Duff said in a surprised but honest about-face. 'With the transition to 25, the whole range has been firmed up, and the GTI has suddenly acquired a skinhead hardness in terms of the springing and damping. Yet despite the toughness, it's a benign chassis.

'The Rover manages to do a good impression of an Eighties twitcher, without actually doing anything horrible at the limit. You can lean on it, even on rough roads, without losing much by way of traction or confidence. [And] then there's the engine, the one area where the 25 GTI is definitely better than its rivals… combined with variable valve control it becomes a rev-crazed screamer.' Duff found it pulled 99mph in third gear. 'If you're seeking hardcore dynamics, the 25's an unexpected contender,' said Duff, albeit one that was £1000 more than a Peugeot 206GTi.

It did nothing to change Rover's image, but salvation for the car came unexpectedly quickly. The following month, BMW divested itself of Rover. New boss John Towers set in motion a new plan to expand the MG brand beyond the F roadster, tasked Peter Stevens with bodykitting the incognito 25 GTI into the brutish MG ZR, and sent it rallying. It worked. Today, MG is the only bit of Towers' old MG Rover Group that survives.

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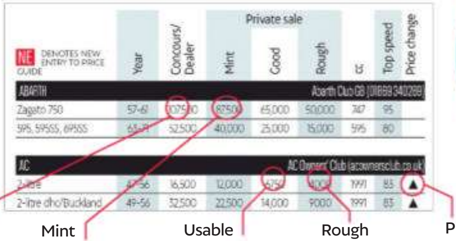
Price Guide

Our quarterly guide brings you freshly updated prices for 1400-plus classics

WHAT'S IT WORTH?

Whether you're buying or selling, our guide illustrates how the market is treating that model. We consult specialists, clubs and dealers, and scour auction results to ensure our guide is as accurate as possible. But an individual car's value can only be assessed in person. Cars with exceptional mileage, history, unrestored originality or fresh restorations can be worth disproportionately more. On 'bluechip' models our price spreads reflect the importance of provenance and history over condition.

USING THE GUIDE



Concours/ Dealer
If you can afford it, do it. This is what to pay for a top-notch example; also a good guide to concours value

Mint
Shiny and bright, but not concours condition. Any defects should be small. You'll get a fine example for this money

Usable
Tidy and ready to use, but needing cosmetic attention. You'll have to spend more money if you want it looking really smart

Rough
In reality a project car in need of much care and expense, even though it may still run and drive

Price change
At-a-glance indicator showing the market trend of the latest updates

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Our price guide is in every issue of our digital edition. Subscribe on p92

NE DENOTES NEW ENTRY TO PRICE GUIDE

	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
ABARTH	Abarth Club GB (01869 340289)							
Zagato 750	57-61	97,500	70,000	50,000	40,000	747	95	
595, 595SS, 695SS	63-71	53,000	42,000	26,500	16,000	595	80	▼
AC	AC Owners' Club (acownersclub.co.uk)							
2-litre	47-56	16,500	12,000	6750	4000	1991	83	
2-litre dhc/Buckland	49-56	32,500	22,500	12,500	7500	1991	83	
Ace (AC engine)	54-63	265,000	200,000	150,000	100,000	1991	102	▼
Ace-Bristol/-Ford	56-63	290,000	230,000	170,000	110,000	1971	118	▼
Aceca-AC	54-63	115,000	88,000	66,500	46,500	1991	104	
Aceca-Bristol	56-63	150,000	110,000	77,500	50,000	1971	128	
Greyhound	59-63	75,000	57,500	37,500	21,000	1971	107	
Cobra MkI/MkII/289	62-69	950,000	750,000	575,000	475,000	4727	138	
Cobra 427	65-67	1.1m	900,000	700,000	575,000	6998	145	
428 cpe	67-73	160,000	120,000	80,000	55,000	7014	143	
428 con	67-73	200,000	150,000	100,000	70,000	7014	143	
3000 ME	79-84	22,500	15,000	8500	5000	2994	125	
Cobra MkIV	83-92	110,000	90,000	65,000	45,000	4942	134	
Ace Brooklands	93-00	26,500	21,500	16,000	8500	4942	140	
ALFA ROMEO	Alfa Romeo Owners' Club (01787 249285)							
6C 1750 GS Zagato	30-33	1.9m	1.4m	1.1m	950,000	1754	95	
6C 2300 Touring	33-37	1.1m	900,000	700,000	475,000	2309	94	
1900C Sprint	51-55	200,000	160,000	110,000	75,000	1884	112	
1900C Super Sprint	55-58	212,000	175,000	125,000	90,000	1975	112	
Giulietta berlina	55-62	18,000	13,000	6750	3500	1290	90	
Giulietta ti	57-64	24,000	17,500	8250	4000	1290	103	▼
Giulietta/Giulia Sprint	55-64	56,500	42,000	25,000	15,000	1290	110	
Giulietta/Giulia Spider	55-65	72,500	50,000	30,000	17,500	1570	108	
Giulietta, Giulia SS	57-66	92,500	70,000	49,000	32,000	1570	120	▼
2000/2600 Spider	58-65	105,000	75,000	50,000	30,000	2584	124	▼
2600 Sprint	62-66	36,500	26,500	16,000	8000	2584	125	▼
SZ-1	60-62	400,000	325,000	250,000	195,000	1290	120	
TZ-1	63-65	950,000	850,000	740,000	625,000	1570	124	
Giulia Ti/Super	62-74	25,000	18,000	8500	4250	1570	105	▲
1750/2000 Berlina	68-76	15,000	10,000	4500	2000	1962	115	
Giulia Sprint GT/Vel.	63-68	42,000	30,000	19,000	11,000	1570	112	▼
Giulia GTA 1300/1600	65-71	260,000	205,000	160,000	110,000	1570	115	
GT Junior	66-77	32,000	24,000	13,000	6000	1570	115	
1750GTV	67-72	44,000	33,000	16,000	7500	1962	118	
2000GTV	71-77	42,500	32,000	15,000	6500	1962	118	
1300/1600 Junior Z	70-75	45,000	34,000	17,500	9750	1290	110	
Duetto/1750 r,tail	66-69	50,000	36,000	22,000	11,000	1570	113	
Spider S2	69-82	28,000	18,000	8000	3000	1962	119	
Spider S3	82-89	13,000	8250	3600	1650	1962	114	
Spider S4	89-93	15,250	10,500	5000	2400	1962	114	
Montreal	70-77	70,000	52,500	34,500	23,500	2593	132	
Alfasud/Alfasud Ti	72-83	10,000	7000	3000	1100	1286	103	
Alfasud Sprint	76-90	12,000	8250	3500	1250	1490	104	
Alfetta sal	72-84	10,000	6500	3000	1000	1962	113	
GTV 2000	76-87	17,000	11,500	5250	2000	1962	118	
GTV6	81-87	24,000	15,500	7000	2850	2492	130	
75 sal	86-92	10,750	7750	3000	1400	2959	135	
164 2.0 TS	88-98	6750	4750	2000	900	1962	130	
164 3.0 V6	88-98	9750	6500	2500	1200	2959	147	
SZ/RZ	89-94	62,000	47,500	30,000	20,000	2959	153	
155	92-97	6500	4000	2000	1000	2498	140	
Spider 2.0 TS	96-02	5400	3500	1500	600	1970	131	
GTV 2.0 TS	96-02	4350	2250	1000	400	1970	134	
GTV 3.0 V6	98-02	6500	4000	1600	650	2959	148	
GTV V6 Cup	01-02	15,000	11,000	5500	2750	2959	148	
166	98-07	5950	3950	1750	750	2959	144	
147 GTA	03-04	12,000	9250	6250	4000	3179	50	
ALLARD								
K1	46-50	82,500	64,000	36,000	26,000	3622	100	▼
K2	50-53	95,000	76,500	54,000	36,000	3917	102	▼
K3	52-54	110,000	85,000	60,000	45,000	4375	96	▼
L/M	46-53	47,500	32,500	20,000	13,500	3622	86	
P	49-52	44,000	32,000	17,500	10,000	3622	90	
J2/J2X	50-54	300,000	225,000	150,000	100,000	4375	130	
ALPINE-RENAULT	Club Alpine-Renault (clubalpinerenault.org.uk)							
A110	65-77	80,000	60,000	37,500	27,500	1565	115	
A310 1600	74-77	30,000	21,000	15,000	9500	1605	130	
A310 V6	77-86	34,000	24,000	16,500	10,500	2664	137	
GTA	85-91	16,000	12,000	6500	2750	2849	139	
GTA Turbo	85-91	18,500	14,000	8000	3400	2458	149	
ALVIS	Alvis Owner Club (alvisoc.org); Alvis Register (alvisregister.co.uk)							
Speed 20 Tourer	32-36	125,000	100,000	75,000	55,000	2762	90	
Speed 25 Tourer	37-40	160,000	125,000	90,000	65,000	3571	85	
4.3 Litre Tourer	37-39	155,000	120,000	85,000	62,500	4387	100	
TA14	46-50	16,000	11,000	6000	3250	1892	72	
TA14 convertible	46-50	32,000	24,000	13,500	6750	1892	72	
TA21/TC21/100	50-55	26,000	17,500	10,000	5000	2993	100	
TA21/TC21/100 con	50-55	58,000	37,500	19,000	12,500	2993	95	
TD21	56-63	30,500	22,500	12,500	6500	2993	104	▼
TD21 convertible	56-63	80,000	56,000	32,000	18,000	2993	102	▼
TE/TF21	63-67	39,000	28,500	17,500	10,000	2993	110	
TE/TF convertible	63-67	90,000	65,000	42,000	25,000	2993	107	
AMPHICAR	IAOC (amphicar.com)							
770	61-65	65,000	45,000	26,500	16,000	1147	70	
ARMSTRONG SIDDELEY	Armstrong Siddeley Owners' Club (01225 723809)							
Lancaster	46-52	13,000	9000	4850	2650	1991	70	
Hurricane dhc	46-53	22,000	15,000	8000	5200	1991	70	
Typhoon coupé	46-50	15,750	11,000	6950	4250	1991	70	
Whitley	50-53	15,000	10,000	5000	2650	2309	85	
Sapphire	53-59	16,400	12,750	6250	3250	3435	100	
Star Sapphire	58-60	20,000	15,000	7000	3500	3990	104	
ASTON MARTIN	Aston Martin Owners' Club (01865 400400)							
DB2	50-53	200,000	150,000	100,000	57,500	2580	110	▼
DB2 con	51-53	315,000	250,000	170,000	105,000	2580	109	
DB2/4 MkI/II	53-57	177,500	130,000	85,000	50,000	2580	120	▼
DB2/4 con	53-57	280,000	210,000	155,000	97,500	2580	120	
DB3S	53-56	5.2m	4.8m	4.25m	3.8m	2922	145	
DB MkIII	57-59	190,000	145,000	100,000	55,000	2922	120	▼
DB MkIII con	57-59	310,000	250,000	180,000	135,000	2922	120	
DB4	58-63	375,000	320,000	245,000	185,000	3670	141	
DB4 Vantage	61-63	440,000	375,000	310,000	240,000	3670	149	▼
DB4 con	61-63	700,000	600,000	500,000	425,000	3670	140	
DB4 GT	60-63	2m	1.75m	1.4m	1.15m	3670	155	
DB4 GT Zagato	60-63	8m	7.4m	6.75m	6.25m	3670	154	
DB5	63-65	625,000	525,000	375,000	275,000	3995	143	
DB5 con	63-66	1.2m	1m	650,000	490,000	3995	141	
DB6	65-70	255,000	205,000	150,000	100,000	3995	140	
DB6 Vantage	66-69	335,000	265,000	185,000	130,000	3995	148	
DB6 Volante	66-70	625,000	525,000	400,000	325,000	3995	145	
DBS 6/V8	67-72	100,000	70,000	44,000	22,500	5340	162	
DBS 6 Vantage	72-73	116,000	88,500	55,000	35,000	3995	149	
V8	72-90	95,000	70,000	46,000	26,500	5340	147	
V8 Vantage	77-89	255,000	205,000	155,000	95,000	5340	168	
V8 Volante	78-90	185,000	135,000	85,000	47,500	5340	130	
V8 Vantage Volante	86-89	250,000	200,000	147,500	72,500	5340	162	
Zagato	86-87	225,000	175,000	120,000	80,000	5340	180	
Virage	89-96	50,000	37,500	20,000	13,000	5340	158	▼
Virage Volante	92-96	65,000	47,500	31,500	22,000	5340	157	
V8 Vantage	93-00	180,000	145,000	110,000	70,000	5340	186	
V8 Coupé	96-99	62,500	50,000	34,000	25,000	5340	155	
Vantage V600	98-00	230,000	185,000	145,000	95,000	5340	200	
DB7	94-99	22,500	18,000	12,000	7250	3239	157	
DB7 Volante	96-99	27,000	21,500	15,500	10,750	3239	155	▼
DB7 Vantage	99-03	25,000	19,750	14,500	10,000	5935	185	
DB7 Vantage Volante	99-03	28,000	22,000	16,500	12,000	5935	165	▼
DB7 GT/GTA	02-03	41,000	32,000	22,500	17,500	5935	185	
DB7 Zagato	03	220,000	175,000	130,000	n/a	5935	190	
Vanquish	01-04	46,500	41,000	36,000	31,000	5935	190	▼
DB9	04-08	32,500	26,500	18,500	14,500	5935	186	
V8 Vantage 4.3	05-08	30,000	26,000	19,000	15,000	4280	175	
AUDI	Audi Owners' Club (audiownersclub.com)							
60/70/80/90 sal	65-72	7750	5500	2500	1100	1760	100	
100 1.8/1.9 sal	68-76	8000	5750	2750	1250	1871	109	
100S Coupé	69-76	19,500	15,000	7500	3750	1871	112	
Quattro turbo	80-89	50,000	36,500	22,000	12,000	2144	135	
Quattro 20V	89-91	80,000	60,000	37,500	22,000	2226	142	
Quattro Sport	84-85	395,000	300,000	210,000	n/a	2133	154	
Coupé Quattro	84-88	14,250	10,500	4750	2000	2226	125	
RS2 Avant	94-95	60,000	45,000	33,000	20,000	2226	162	
Quattro S2	90-96	19,500	13,500	7000	3600	2226	147	▲
TT	98-06	5750	4250	1500	550	1781	145	
S3 Quattro	99-03	6750	5000	2500	1300	1781	148	
S4 Quattro	98-02	8000	6000	3500	2500	2771	153	
AUSTIN	pwa7c.co.uk; austincounties.org.uk; britishminiclub.co.uk							
Seven saloon	30-34	10,000	8000	4650	2500	747	50	
Seven Chummy	25-34	21,000	16,500	10,000	5500	747	50	
Seven 65/Nippy	33-37	26,500	19,500	11,000	7000	747	60	
Seven Ruby saloon	34-39	9250	7000	4000	2000	747	53	
A40 Devon/Dorset	47-52	8250	5500	2400	1200	1200	76	
A90 Atlantic con	49-50	29,000	20,000	12,000	6250	2660	92	
A90 Atlantic coupé	50-52	20,000	15,000	9750	5000	2660	92	
A40 Sports	50-53	17,500	12,500	6750	4000	1200	80	
A40 Somerset	52-54	7000	4750	2000	1000	1200	72	
Metropolitan	54-61	16,950	11,750	5500	2500	1489	78	
A30/A35	51-59	8500	5500	2400	1000	948	75	
A40, A50, A55	53-59	7000	4850	2250	1100	1200	70	
A55/A60 Cambridge	59-69	8000	5500	2400	1100	1622	78	
A90, A95, A105	54-59	10,750	7500	3500	1500	2639	91	
A40 Farina	58-67	7000	5000	2000	800	1098	82	
A99/A110	59-68	11,000	7500	3400	1400	2912	102	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
1100/1300	63-74	5000	3250	1400	700	1098	85	
1300GT	69-74	9750	6850	3000	1400	1275	96	
3-litre	68-71	9750	6500	3000	1600	2912	106	
1800/2200	64-75	7500	4500	2000	900	1798	96	
Maxi	69-79	5000	3500	1500	700	1748	101	
Allegro 1100-1500	73-82	3400	2400	1150	550	1275	87	
Allegro 1750/Sport TC	73-75	4500	3400	1750	850	1748	104	
Seven/Mini MkI	59	27,500	22,500	15,000	12,000	848	71	
Mini MkI	60-67	16,000	11,500	6000	3400	848	71	
Mini MkII	67-69	12,000	8500	4250	1950	998	79	
Mini MkIII-V	70-90	8750	6250	3500	1400	998	82	
Mini Cooper 997/998	61-69	27,500	19,500	11,000	6000	998	90	
Mini Cooper 1071S	63-64	40,000	31,000	20,000	14,000	1071	95	
Mini Cooper 970S	64-65	42,500	32,000	21,000	14,500	970	82	
Mini Cooper 1275S	64-67	40,000	31,000	19,500	14,000	1275	96	
Mini C'r 1275S MkII/III	67-71	32,000	22,500	14,000	9500	1275	96	
Mini Moke	64-85	23,000	15,000	7500	4250	998	70	
Mini 1275GT	69-80	20,000	13,500	6250	2650	1275	89	
Mini Clubman	70-80	7500	5000	2500	1250	1098	82	
AUSTIN-HEALEY	Austin-Healey Club (austin-healeyclub.com)							
100 BN1/2	53-56	64,000	43,500	27,500	19,000	2660	103	
100M	55-56	110,000	86,500	62.500	40,000	2660	109	
100S	55	580,000	490,000	400,000	350,000	2660	119	
100/6 BN4/6	56-59	55,000	37,000	21,000	13,000	2639	105	▼
3000 MkI	59-61	52,500	38,500	23,500	13,500	2912	112	
3000 MkII	61-64	62,000	42,000	30,000	18,000	2912	117	
3000 MkIII	64-68	65,000	44,400	28,500	18,000	2912	121	
'Frogeye' Sprite MkI	58-61	19,500	13,750	7250	4000	948	82	
Sprite MkII	61-64	13,250	9000	4250	1900	1098	86	
Sprite MkIII	64-66	12,500	8000	3750	1700	1098	90	
Sprite MkIV	66-71	12,000	8000	3500	1350	1275	96	
AUTOBIANCHI	(autobianchiregister.com)							
Bianchina Trans/Cab	57-68	25,000	19,500	13,500	7250	499	68	
BENTLEY	Bentley Drivers' Club (01295 738886)							
3-litre Tourer	22-25	375,000	265,000	190,000	127,500	2996	80	
4.5-litre Tourer	27-31	875,000	675,000	500,000	365,000	4398	92	
6.5 Litre Speed Six	28-30	1,9m	1.6m	1.3m	1.1m	6597	86	
4.5 Litre 'Blower'	29-31	11.25m	7.85m	4.6m	2.75m	4398	98	
8 Litre	29-31	1.3m	975,000	675,000	475,000	7982	101	
Derby 3.5 Park Ward	33-37	105,000	72,500	39,500	19,000	3669	91	▼
Derby 3.5 coachbuilt	33-37	187,500	130,000	62,500	32,500	3669	91	▼
Derby 4.25 PW	36-39	115,000	80,000	42,000	22,000	4257	96	▼
Derby 4.25 coachbuilt	36-39	210,000	140,000	65,000	35,000	4257	96	▼
MkVI 4.3/4.6-litre	46-52	37,500	26,500	14,000	6000	4566	100	
MkVI con	51-52	115,000	92,000	45,000	27,500	4566	100	
R-type saloon	52-55	42,500	29,500	16,500	8000	4566	106	
Coachbuilt con	52-55	147,500	115,000	62,500	36,000	4566	106	
R-type Continental	52-55	700,000	560,000	440,000	300,000	4566	115	
S1 saloon	55-59	39,000	27,500	14,000	6750	4887	101	
S1 Cont Mulliner	55-59	365,000	270,000	175,000	135,000	4887	115	▼
S1 Cont PW coupé	55-59	275,000	205,000	135,000	100,000	4887	114	▼
S1 Cont P Ward con	55-59	650,000	450,000	265,000	195,000	4887	114	▲
S2 saloon	59-62	45,000	30,000	15,000	7000	4887	101	
S2 Cont Mulliner	59-62	250,000	180,000	105,000	70,000	6230	115	
S2 Park Ward con	59-62	315,000	210,000	125,000	72,500	6230	115	
S2 Flying Spur 4dr	59-62	167,500	130,000	67,500	48,500	6230	120	
S3 saloon	62-65	52,500	36,000	19,000	9000	6230	116	
S3 MPW 2dr coupé	62-65	220,000	150,000	80,000	45,000	6230	120	
S3 MPW con	62-65	250,000	170,000	110,000	65,000	6230	116	
S3 Flying Spur 4dr	62-65	170,000	120,000	73,500	48,500	6230	118	
T1 saloon	65-76	20,000	14,250	6500	2500	6750	120	▲
T2 saloon	77-80	18,000	13,500	6000	2250	6750	120	
MPW/Corniche cpé	66-80	46,500	32,000	18,000	9000	6750	120	
MPW/Corniche conv	67-85	70,000	49,500	27,000	16.500	6750	118	
Mulsanne/Eight	80-92	13,000	10,000	4750	2000	6750	119	
Mulsanne Turbo	82-86	14,000	10,500	5000	2250	6750	135	
Turbo R/RL	85-97	15,500	11,000	5400	2200	6750	135	
Turbo RT	95-97	22,000	15,500	10,000	5000	6750	152	
Continental con	84-94	77,500	60,000	40,000	24,000	6750	140	
Continental R	91-02	38,500	32,500	22,500	17,000	6750	151	
Continental T	96-02	62,500	52,500	36,000	29,000	6750	175	▼
Brooklands	92-98	15,000	11,000	8000	4500	6750	140	
Azure	95-03	55,000	44,000	36,000	27,000	6750	150	
BERKELEY	Berkeley Enthusiasts' Club (berkeleycarclub.com)							
Sports SA322/SE328	56-58	9000	6250	3650	2400	328	65	
Sports SE492	58-59	12,000	7000	3750	2500	492	80	
B95/B105	59-61	12,500	7500	4250	2750	692	90	
T60 3-wheeler	59-61	8250	6000	3600	2000	328	60	
BIZZARRINI	(isobizclub.com)							
5300GT Strada	65-69	850,000	625,000	495,000	380,000	5354	165	

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			Mint	Good	Rough			
BMW	BMW Car Club (01970 267989)							
328	36-39	695,000	540,000	440,000	350,000	1971	100	
503 coupé	56-59	175,000	130,000	85,000	60,000	3168	115	
507	56-59	2.2m	1.8m	1.5m	1.3m	3168	135	
Isetta 250/300	55-65	20,000	14,000	9000	5750	298	60	
600	58-59	30,000	23,000	16,500	10,000	585	65	
2000/ti lux/tii	66-72	15,000	11,000	5000	2400	1990	105	
1600/1602/1502	66-77	17,500	12,500	5500	2500	1573	100	
2002/Touring	68-75	20,000	15,000	6750	2750	1990	112	
2002 cabrio/targa	71-74	38,500	26,750	15,000	6750	1990	110	
2002tii	71-75	37,500	26,000	14,000	6250	1990	120	
2002 turbo	73-74	105,000	80,000	50,000	32,000	1990	130	
2800CS/CSA	69-71	24,000	16,500	9750	5000	2788	120	
2500/2800/3.0/3.3	69-77	14,000	9250	4250	2000	2494	110	
3.0CS/CSi	71-75	55,000	36,500	20,000	12,500	2985	130	
3.0CSL	72-75	140,000	105,000	67,500	45,000	3003	134	▼
3.0CSL 'Batmobile'	72-75	325,000	235,000	160,000	100,000	3153	138	
633/628CSi	76-87	18,500	11,000	5000	2000	3210	132	
635CSi	78-89	26,000	17,000	8000	3500	3453	140	
M635CSi	85-89	44,000	30,000	16,000	7500	3453	158	
M1	79-80	395,000	320,000	265,000	185,000	3453	162	
3 Series (E21)	75-83	11,500	9000	4000	1650	1990	120	
323i (E21)	77-82	15,000	10,500	5000	2200	2315	126	
320/325 Baur cabrio	81-85	14,000	10,000	4500	2000	2495	135	
5 Series (E12)	75-81	11,500	8000	4000	1800	2788	133	
M535i (E12)	80-81	27,500	20,000	11,000	5250	3453	139	
5 Series (E28)	81-87	11,000	7750	3750	1750	2788	146	
M535i (E28)	85-87	19,500	13,500	6250	3000	3453	152	
M5 (E28)	85-88	50,000	35,000	20,000	12,000	3420	152	
5 Series (E34)	88-95	7000	5000	2400	1200	3982	149	
M5 (E34)	88-95	27,500	18,500	9500	4750	3535	155	
M5 (E39)	98-04	28,000	19,000	10,000	5750	4941	155	
3 Series sal (E30)	82-91	8750	6000	2650	1200	1990	123	
325i sal (E30)	85-91	13,000	9000	4000	1650	2494	130	
325i Sport (E30)	89-91	26,000	20,000	12,000	6500	2494	133	
3 Series (E30) conv	86-93	14,000	10,000	4750	1750	2494	130	
M3 (E30)	86-90	65,000	50,000	35,000	25,000	2302	143	
M3 Evo II (E30)	88	89,000	72,000	48,000	32,500	2302	143	
Z1	86-91	42,000	32,000	18,000	11,000	2494	140	▼
840/850 coupé	90-99	20,000	13,000	5250	2500	4941	155	
850CSi	92-96	49,500	40,000	30,000	20,000	5576	155	
M3/Evo (E36)	92-99	23,000	16,500	9000	5250	3201	155	
Z3 4-cyl	96-01	3750	2600	1250	525	1895	127	▼
Z3 6-cyl	96-02	5750	4000	1900	975	2793	139	
Z3M Roadster	98-02	19,500	14,500	9250	6400	3201	155	
Z3M Coupe	98-02	32,500	22,500	15,000	8500	3201	159	
Z8	00-03	165,000	135,000	110,000	85,000	4941	155	▼
M3 (E46)	01-06	28,500	20,000	10,000	5750	3246	155	▼
M3 CSL (E46)	03-05	70,000	50,000	30,000	20,000	3246	155	
Z4M	06-08	17,250	15,000	12,250	10,000	3246	155	
BOND	Bond Owners' Club (bondownersclub.co.uk)							
Minicar MkA-G	48-65	6250	4750	2250	1000	250	55	
GT2+2/4S	63-70	7000	4850	2200	1100	1147	83	
Equipe GT	67-70	7750	5400	2000	1000	1998	100	
Bug	70-74	14,500	10,000	5000	2500	701	75	
BORGWARD	Borgward Drivers' Club (07788 973884)							
Isabella TS	54-61	12,500	8000	4250	2000	1493	93	
Isabella coupé	55-61	27,000	18,000	11,000	5500	1493	98	
BRISTOL	Bristol Owners' Club (boc.net); Owners & Drivers Assn (bristoloda.org)							
400	47-50	72,000	49,000	28,500	17,500	1971	92	
401, 403	49-55	60,000	45,000	25,000	16,000	1971	94	
Arnolt-Bristol	54-61	260,000	220,000	165,000	110,000	1971	109	
404	54-55	72,500	52,500	35,000	22,000	1971	110	
405 saloon	54-56	52,000	35,000	20,000	10,000	1971	94	
405 con	55	150,000	110,000	60,000	40,000	1971	100	
406	58-61	45,000	31,000	16,000	9000	2216	104	
407, 408, 409	62-69	47,500	34,000	17,500	9250	5130	122	
410, 411	69-76	56,000	39,000	20,000	10,500	5900	140	
412, Beaufighter	76-93	38,500	28,000	16,500	10,000	5900	150	
603, Britannia,Brig.	76-94	36,500	25,750	16,000	8250	5900	150	
BUGATTI	Bugatti Owners' Club (01242 673136)							
Type 57 Galibier sal	34-39	325,000	250,000	185,000	130,000	3257	95	
Type 57 Ventoux 2dr	34-39	575,000	375,000	275,000	175,000	3257	95	
Type 57 Stelvio con	34-39	600,000	400,000	300,000	220,000	3257	96	
Type 57 Atalante cpe	35-38	2m	1.4m	1m	650,000	3257	100	
Type 57S Atalante cpe	36-38	6.5m	5.9m	5.2m	4.6m	3257	115	
EB110	92-95	1m	800,000	600,000	475,000	3499	209	
Veyron	05-11	1.25m	1m	900,000	795,000	7993	253	
CATERHAM	Lotus Seven Club (lotus7.club)							
Seven (sp)	73-91	20,000	14,000	8000	5250	1599	110	

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			Mint	Good	Rough			
CHEVROLET	Classic Corvette Club UK (corvetteclub.org.uk)							
Corvette roadster	53	160,000	120,000	80,000	60,000	3800	107	
Corvette roadster	54	77,500	55,000	35,000	26,000	3800	107	
Corvette	55-57	72,500	50,000	32,500	22,500	4343	119	
Corvette	58-60	82,500	62,500	35,000	25,000	4639	130	
Corvette	61-62	72,500	55,000	32,000	22,000	5359	132	
Corvette S-W coupe	63	95,000	72,500	40,000	30,000	5359	142	
Corvette Sting Ray	63-67	70,000	50,000	27,500	20,000	5359	142	
Camaro cpe/conv.	67-69	27,500	21,000	10,000	5000	5735	130	
Corvette Stingray	68-72	35,000	26,000	15,000	6500	6997	151	
Corvette Stingray	73-77	27,500	17,500	9000	4500	5737	125	
Corvette	77-82	17,500	12,500	7250	4000	5733	125	
Corvette C4	84-96	12,000	9000	4500	2200	5733	145	
Corvette ZR1	90-95	19,000	15,500	12,500	9500	5727	180	
Corvette C5	96-04	17,500	14,000	11,500	9000	5666	175	
CISITALIA	(cisitalia.net)							
202 coupe	47-54	300,000	170,000	125,000	80,000	1089	105	
CITROËN	Citroën Car Club (citroencarclub.org.uk)							
Light 15/Big 15	35-55	21,000	14,500	7500	3500	1911	72	
2CV 'ripple'	48-60	15,000	11,000	5500	2500	425	49	
2CV	60-90	10,000	7000	2850	1250	602	71	
Ami	61-78	7500	5250	2200	1100	602	75	
Dyane	68-85	6500	4500	2000	1000	602	78	
DS19/ID19	56-68	23,500	16,500	7500	2750	1911	88	
Safari estate	59-75	27,500	18,500	8250	3000	1911	88	
DS décapotable	63-78	187,500	142,500	100,000	65,000	2175	100	
DS20/21/23	68-75	29,000	20,000	9000	3500	2347	109	
DS21/23 EFi	70-75	38,000	26,000	12,500	5500	2347	120	
SM V6	70-75	57,500	42,000	22,000	12,500	2670	135	
GS/GSA	70-85	4750	3250	1500	750	1220	100	
CX	74-89	8500	5500	2200	900	2165	115	
CX Prestige	77-89	11,000	7000	3000	1250	2347	116	
CX GTi/GTi turbo	77-89	14,000	10,000	4000	1750	2347	137	
BX GTI 16V	87-93	7000	4850	2100	1000	1905	130	
CLAN	Clan Owners' Club (01295 255539)							
Crusader coupé	71-74	7250	5000	2500	1100	875	102	▲
DAF	DAF Owners' Club (dafownersclub.co.uk)							
55 Marathon coupé	68-72	3500	2250	950	500	1108	83	
DAIMLER	Daimler & Lanchester Owners' Club (01787 247436)							
DB18/Consort	39-53	10,000	7000	3500	1650	2522	76	
DB18 con	39-50	26,000	18,500	9500	5000	2522	76	
DB18 Sports Special	49-53	37,000	28,000	15,000	7500	2522	80	
Conquest/Century	53-58	8750	6000	2500	1250	2433	90	
Conquest Rdstr/DHC	54-57	36,000	25,000	15,000	9000	2433	100	
104/Majestic	56-62	9000	6500	3000	1500	3794	100	
Majestic Major	60-68	22,500	15,000	7000	3000	4561	119	
SP250 sports	59-64	42,000	26,500	18,000	11,750	2548	123	
2½-litre/V8 250	62-69	21,000	15,500	6000	2400	2548	112	▲
Sovereign (420)	66-69	16,500	11,750	5200	2000	4235	117	
Sovereign (XJ6) SI	69-73	16,250	10,750	4250	1350	4235	120	
Double-Six SI	72-73	16,250	10,750	4750	2000	5343	140	
4.2 coupé	75-78	24,500	14,500	7250	4250	4235	120	
Double-Six Coupé	75-77	27,500	17,500	9250	4650	5343	140	
Sovereign SII/III	73-86	9000	6000	1850	750	4235	126	
Double-Six SII/III	74-86	13,750	9200	4000	1500	5343	150	
DATSUN	Z Club (zclub.net)							
240Z	69-74	36,000	27,500	15,000	8500	2393	125	
260Z	74-79	27,500	20,000	10,500	6500	2565	127	
280ZX/2+2	78-83	15,000	10,0000	5000	2250	2753	111	
240K Skyline	73-81	20,000	15,000	8000	4250	2392	112	
DELAHAYE	The Delahaye Club (clubdelahaye.com)							
135M/MS Coupé	35-39	350,000	240,000	100,000	45,000	3557	n/a	
135M/MS Cabriolet	35-39	500,000	320,000	160,000	90,000	3557	n/a	
135M/MS Coupé	46-53	145,000	100,000	60,000	32,500	3557	n/a	
135M/MS Cabriolet	46-53	240,000	175,000	115,000	65,000	3557	n/a	
235 Chapron coupé	51-54	110,000	75,000	45,000	25,000	3557	120	
DELLOW	Dellow Register (dellowregister.co.uk)							
Mark I-V sport-trials	49-57	20,000	15,000	9000	4000	1172	65	
DELOREAN	DeLorean Owners' Club UK (07915 673889, deloreans.co.uk)							
DMC-12 coupé	81-82	50,000	40,000	24,000	15,000	2849	109	
DE TOMASO	De Tomaso Drivers' Club UK (detomasodc.co.uk)							
Mangusta	67-72	250,000	185,000	140,000	110,000	4727	150	
Pantera	72-89	117,500	80,000	42,500	24,000	5763	160	
Deauville	70-88	36,000	26,000	15,000	7000	5763	150	
Longchamp	72-89	42,000	34,000	16,500	8500	5763	150	

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			Mint	Good	Rough			
DKW	DKW Owners' Club (dkw.org.uk)							
Sonderklasse/3=6	53-59	19,000	14,000	7000	3500	896	76	
1000SP/A Union sp	58-65	17,500	12,500	6500	3750	980	82	
1000/1000S sal/cpé	58-63	11,000	7500	3750	2000	980	80	
F102 saloon	64-66	4750	3250	1750	900	1175	84	
DODGE								
Viper RT 10/GTS	92-02	35,000	28,000	21,000	16,000	7974	165	
ELVA	Elva Owners' Club (01903 823710)							
Courier sports/cpé	58-61	27,500	22,000	12,000	6750	1498	100	
MkIII/MkIV T-type	62-69	25,000	20,000	12,500	7000	1798	110	
FACEL VEGA	Facel Vega Car Club (01621 818608)							
FV 4.5/4.8/5.4/5.8	54-59	160,000	120,000	82,500	42,500	5801	125	
HK500	59-61	160,000	120,000	90,000	44,000	6286	130	
Facel II	62-64	230,000	170,000	130,000	72,500	6286	132	
Facellia/Facel III	60-64	70,000	48,500	30,000	16,500	1647	114	
FAIRTHORPE	Fairthorpe Sports Car Club (01895 256799)							
Electron Minor	57-73	5000	3750	2250	1250	948	80	
TX-GT/S/SS coupé	67-73	4500	3250	1850	750	1998	112	
FERRARI	Ferrari Owners' Club (01485 544500)							
166MM Barchetta	48-50	3.4m	3m	2.8m	2.6m	1995	125	
166 Inter	48-51	925,000	700,000	540,000	395,000	1995	115	
212 Inter	51-52	975,000	850,000	700,000	595,000	2562	120	
340 America	51	2.8m	2.5m	2.25m	2m	4101	136	
250 Europa SI/SII	53-55	1.3m	1.15m	1.05m	975,000	2963	126	
410 Superamerica	56-59	3.8m	2.9m	2.35m	2.1m	4962	165	
250GT Boano/Ellena	56-59	725,000	595,000	425,000	300,000	2953	157	
250GT Cabrio S1	57-59	4.5m	4.2m	3.8m	3.4m	2953	155	
250GT Berlinetta TdF	57-59	4.5m	4.1m	3.8m	n/a	2953	143	
250GT PF coupé	58-62	400,000	310,000	230,000	150,000	2953	145	
250 Cal' Spider lwb	58-62	7.75m	6.75m	6m	5m	2953	155	
250 Cal' Spider swb	60-63	14m	13m	12m	11m	2953	149	
250GT SWB (steel)	60-63	7.3m	6.5m	6.2m	5.6m	2953	150	
250GT SWB (alloy)	59-62	13m	11.5m	10.5m	9.5m	2953	155	
250GT Cabrio Se2	60-62	1.1m	925,000	750,000	575,000	2953	160	
250GTE 2+2	60-63	335,000	260,000	200,000	1520,00	2953	140	
250GTO	62-64	57m	50m	41m	n/a	2953	158	
250LM	64-66	15.5m	13.5m	11.75m	n/a	2953	159	
250GT Lusso	62-64	1.35m	1.1m	950,000	750,000	2953	150	
400 Superamerica	60-64	1.95m	1.75m	1.6m	1.5m	3967	162	
500 Superfast	64-67	1.45m	1.3m	1.15m	1m	4962	170	
275GTB (steel)	64-66	1.75m	1.5m	1.25m	1m	3286	150	▲
275GTB (alloy)	64-66	2.6m	2.3m	2m	1.8m	3286	150	
275GTS	64-66	1.2m	1.05m	950,000	795,000	3286	150	
275GTB/4 (4-cam)	66-68	2.75m	2.4m	2.1m	1.8m	3286	165	
330GT 2+2	64-67	272,500	195,000	135,000	80,000	3967	150	
330GTC	66-68	490,000	390,000	325,000	260,000	3967	150	▼
330GTS	66-68	1.5m	1.25m	1.05m	875,000	3967	150	
Dino 206GT	68-69	485,000	395,000	295,000	195,000	1987	145	
Dino 246GT	69-73	400,000	310,000	210,000	135,000	2418	150	
Dino 246GTS	72-74	475,000	350,000	260,000	165,000	2418	150	
365GT 2+2	67-71	185,000	150,000	95,000	60,000	4390	152	
365GTC	68-70	550,000	450,000	375,000	320,000	4390	155	
365GTB/4 Daytona	68-74	640,000	520,000	425,000	320,000	4390	173	
365GTS/4 Spider	72-73	2.5m	2.2m	1.65m	n/a	4390	170	
365GTC/4 2+2	70-72	210,000	165,000	125,000	100,000	4390	152	
365GT4 2+2	72-76	69,500	50,000	30,000	19,000	4390	150	
365GT4 BB	75-76	295,000	235,000	190,000	150,000	4390	163	
512BB	76-81	215,000	175,000	140,000	110,000	4942	163	
512BBi	81-85	187,500	160,000	130,000	105,000	4942	168	
308GT4 2+2	73-80	50,000	35,000	25,000	18,000	2926	156	
308GTB (grp)	75-77	155,000	120,000	80,000	55,000	2926	154	
308GTB/GTS	77-80	67,000	52,000	35,000	23,500	2926	155	▼
308GTBi/GTSi	80-82	57,500	42,500	32,000	21,000	2926	155	▼
308GTB qv/GTS qv	82-85	69,000	53,500	36,000	24,500	2926	155	▼
328GTB/GTS	85-88	78,500	62,500	47,500	33,000	3195	163	
400/400i/412i man.	76-89	52,500	42,000	27,000	17,000	4823	158	
400/400i/412i auto	76-89	43,000	32,000	21,000	12,000	4942	158	
Mondial	81-94	35,000	27,500	16,500	9500	2926	143	
Mondial cabrio	84-94	38,000	30,000	19,000	12,000	2926	146	
348/Spider	89-94	50,000	42,000	33,000	25,000	3405	170	
F355 GTB	94-99	75,000	62,000	49,000	36,500	3496	185	
F355 GTS/Spider	95-99	72,500	60,000	48,000	37,500	3496	183	
360 Modena	99-05	56,000	49,500	43,500	36,500	3586	184	▼
Testarossa	84-90	110,000	90,000	62,500	45,000	4942	181	
512 TR	91-94	175,000	137,500	100,000	67,500	4943	193	
F512 M	94-96	250,000	195,000	150,000	100,000	4943	194	
456GT	92-98	47,500	40,000	28,500	20,000	5474	184	
456MGT	98-03	55,000	42,000	28,500	22,000	5474	185	
288GTO	84-87	2.8m	2.4m	2.1m	1.85m	2855	190	
F40	88-92	2.5m	2m	1.5m	1.25m	2936	201	
F50	95-97	3m	2.6m	2.3m	n/a	4698	202	
550/575M Maranello	96-06	90,000	72,500	52,500	42,500	5474	199	
Enzo	02-04	2.6m	2.25m	1.75m	n/a	5998	220	
FIAT	Fiat Motor Club (0208 372 4028)							
500 Topolino	48-55	13,000	9500	4500	2000	569	60	
600/600D	55-70	11,000	7500	3600	1400	633	66	
600 Multipla (MPV)	55-60	27,000	19,000	12,500	6750	767	59	
500/D/F/L/R	57-75	15,000	10,000	4000	2000	499	61	
1500S/1600S Osca sp	59-66	29,500	24,000	16,000	10,000	1568	105	
2300S	61-68	28,000	20,000	16,000	10,000	2280	120	
850 Coupé	65-73	9000	6000	2750	1400	903	96	
850 Spider	65-73	15,000	9500	4500	2400	903	96	
124/Special 1.2/1.4	66-73	2650	1750	850	400	1438	100	
124 Coupé	66-75	12,000	8500	3500	1250	1756	115	
124 Spider 1.4/1.6	66-74	18,500	13,000	7750	3500	1608	112	
124 Spider 1.8/2.0	75-81	15,500	10,750	5750	2000	1756	108	
124 Spider Abarth	72-75	57,500	42,000	32,000	17,500	1756	118	
Pininfarina Spider	82-85	16,000	11,000	6250	2250	1995	104	
Dino Spider 2.0/2.4	67-73	130,000	97,500	65,000	47,500	2418	130	
Dino Coupé 2.0/2.4	67-73	50,000	36,000	22,500	15,000	1987	122	
130 saloon 2.8/3.2	69-76	6250	4500	2250	1100	3235	112	
130 Coupé	72-76	20,000	14,000	7500	3600	3235	118	
127 Sport 1300	81-83	6250	4000	2000	1000	1301	102	
128 3P coupé	75-78	9750	6000	2500	1200	1301	102	
X1/9	77-89	11,000	6750	3000	1400	1290	100	
Panda	80-96	4000	2750	1250	550	903	87	
Panda 4x4	84-92	8500	6250	3000	1400	999	83	
Strada Abarth 130TC	84-88	19,500	14,000	6000	2000	1995	117	
Coupé/Turbo	94-00	7500	5000	1750	600	1998	149	
Barchetta	95-02	6750	4250	2200	1000	1747	118	
FORD	AVO OC (01527 542251); RS OC (0118 984 1583); Capri Club Intl (01386 860860); Sporting Escort OC (01359 231384); Mustang OC GB (mocgb.net)							
Prefect	40-53	7500	5250	2500	1250	1172	68	▼
Pilot V8	47-51	17,500	10,000	5500	2650	3622	82	
Anglia/Popular 103E	46-59	7650	5500	2500	1350	1172	61	▼
Anglia 100E/Popular	53-62	6750	4750	2000	1100	1172	71	
Prefect 107E	59-61	7000	5000	2500	1350	997	73	
Anglia 105E	59-68	9000	6500	2950	1600	997	74	
Anglia 123E	62-68	11,000	8000	3650	2000	1197	82	
Consul MkI	50-56	10,000	7000	3000	1500	1508	73	
Zephyr Six MkI	50-56	14,000	10,000	4500	2000	2262	82	
Zephyr Zodiac	53-56	16,500	12,500	5500	2650	2262	84	
Consul MkI con	52-56	16,500	12,500	6750	4000	1508	73	
Zephyr MkI con	52-56	23,000	18,000	12,000	6750	2262	82	
Consul MkII	56-62	10,000	7000	3000	1400	1703	79	
Zephyr MkII	56-62	17,500	11,500	5000	2000	2553	88	
Zodiac MkII	56-62	20,000	14,000	6400	2750	2553	88	
Consul MkII con	56-62	14,000	9500	4750	2500	1703	78	
Zephyr MkII con	56-62	21,000	15,000	9000	5500	2553	88	
Zodiac MkII con	56-62	25,000	18,000	10,500	6250	2553	88	
Zephyr MkIII	62-66	13,500	9500	3500	1500	2553	95	
Zodiac MkIII	62-66	17,000	12,000	5750	2000	2553	100	
Zephyr 4/6 MkIV	66-72	8500	6000	2600	1200	2994	100	
Zodiac MkIV/Exec	66-72	9500	7000	3250	1400	2994	100	
Consul Classic	61-63	11,500	8000	3750	1650	1498	79	
Consul Capri	61-64	17,000	13,000	6000	2500	1340	84	
Consul Capri GT	63-64	20,000	14,000	8000	3500	1340	95	
Corsair/V4	64-70	9000	6250	2650	1250	1663	90	
Corsair GT/2000E	64-70	10,000	7000	3250	1600	1996	100	
GT40	64-68	5.4m	4.6m	3.3m	2.75m	4736	198	
Mustang coupé	64-68	28,000	20,000	11,750	6250	4727	120	
Mustang fastback	65-68	38,500	28,000	16,500	8500	4727	120	
Mustang con	64-68	35,000	26,000	16,500	9000	4727	111	
Mustang GT350	65-66	255,000	210,000	130,000	100,000	4727	133	
Mustang GT500	67-70	155,000	125,000	85,000	62,500	6800	130	
Cortina MkI	62-66	11,000	7500	3500	1600	1498	82	
Cortina MkI GT	63-66	24,000	17,500	8000	3500	1498	91	
Cortina MkII	66-70	10,500	7000	3400	1500	1599	87	
Cortina MkII GT	66-70	14,000	9500	4250	1750	1599	98	
Cortina 1600E	67-70	15,000	10,000	4650	2000	1599	98	
Cortina MkIII	70-76	10,500	7500	3600	1500	1993	101	
Cortina MkIII GT/GXL	71-76	12,000	8500	4200	1900	1993	104	
Cortina MkIII 2000E	73-76	12,500	9000	4500	2000	1993	105	
Cortina MkIV/V	76-82	11,000	7000	3000	1350	2293	110	
Escort MkI 1.1/1.3	68-75	11,000	8000	4000	1750	1298	83	
Escort Twin Cam	68-71	60,000	46,500	32,000	22,500	1558	113	
Escort GT/Spt/1300E	68-75	19,000	13,500	7000	4000	1298	96	
Escort Mexico	70-75	42,000	32,000	21,000	14,000	1599	99	
Escort RS1600	70-75	67,500	50,000	37,500	27,500	1601	113	
Escort RS2000	73-74	60,000	45,000	30,000	20,000	1993	108	
Escort MkII sal	75-80	10,000	6500	2950	1250	1297	93	
Escort MkII Ghia	75-80	12,000	8000	4000	2000	1599	97	
Escort MkII Sport	75-80	20,000	15,000	7500	3750	1599	101	
Escort MkII Mexico	76-78	40,000	30,000	20,000	12,500	1593	105	
Escort MkII RS1800	75-77	80,000	65,000	42,500	30,000	1835	112	
Escort MkII RS2000	75-80	45,000	30,000	16,000	8000	1993	109	
Escort XR3	81-83	12,750	9250	4500	1950	1597	113	
Escort XR3i	83-86	13,500	9500	4250	1750	1597	116	
Escort RS1600i	83-84	36,500	26,500	13,500	7000	1597	117	
Escort XR3i (MkIV)	86-90	10,000	7500	3000	1400	1597	116	
Escort XR3i cabrio	84-90	9500	7000	3000	1250	1597	107	
Escort RS Turbo S1	84-85	31,000	22,500	12,750	7000	1597	122	
Escort RS Turbo S2	85-90	24,000	17,500	8250	3750	1597	124	
Capri MkI 1.3/1.6	69-74	14,000	10,000	4500	2000	1599	95	▲
Capri GT 1.6/2.0	69-74	21,000	14,250	7500	3750	1996	107	▲
Capri 3000GT	70-74	27,500	18,500	10,000	4750	2994	113	
Capri 3000E/GXL	70-74	29,500	20,000	11,000	5000	2994	113	
Capri RS2600	71-74	52,000	42,000	27,500	18,500	2637	124	
Capri RS3100	73-74	55,000	45,000	26,500	17,500	3091	125	
Capri II/III 1.6/2.0	74-82	15,000	10,000	3000	1300	1993	110	
Capri II/III 3.0	74-82	27,500	19,000	9000	4250	2994	116	
Capri III 2.8i	81-87	23,500	16,000	7000	2950	2792	129	
Capri 280 Brooklands	87-88	26,500	20,000	9250	4750	2792	129	
Consul/Granada 3.0	72-77	18,000	12,000	5000	2000	2994	113	
Granada 3.0 Coupé	74-77	18,500	12,500	5250	2200	2994	111	
Granada MkII	77-85	10,000	7000	3000	1400	2792	117	
Fiesta XR2 MkI	81-83	20,000	14,000	6500	3000	1599	106	
Fiesta XR2 MkII	84-89	14,000	9500	4000	1800	1597	109	
Fiesta XR2i MkIII	89-94	9000	6750	3250	1400	1596	116	
Fiesta RS Turbo	90-92	25,000	17,500	10,000	6000	1596	129	
RS200	85-86	160,000	130,000	100,000	75,000	1803	140	
Sierra XR4i	83-85	11,000	8000	3200	1500	2792	125	
Sierra XR4x4	85-90	10,500	7000	3000	1400	2792	127	
Sierra RS Cosworth	85-87	65,000	44,000	22,500	13,500	1993	145	
Sierra RS500	87	95,000	72,000	49,500	30,000	1993	149	
Sapphire RS Cos.	88-92	32,500	25,000	12,500	5500	1993	154	
Escort RS2000	91-96	9000	6000	2750	1400	1998	131	
Escort RS2000 4x4	94-96	13,500	10,000	7250	4250	1998	130	▼
Escort RS Cosworth	92-96	55,000	45,000	32,500	24,000	1993	144	
Focus RS MkI	02-03	22,500	18,000	12,000	6750	1988	144	
FRAZER NASH	VSCC Frazer Nash section (01285 720483)							
Le Mans Replica	48-52	550,000	475,000	395,000	325,000	1971	115	
GILBERN	Gilbern Owners' Club (01926 512136)							
Genie	66-70	13,500	9500	4750	2200	2994	120	
Invader I/II	69-72	14,250	10,000	5000	2500	2994	116	
Invader III	72-74	16,000	11,500	5500	2850	2994	120	
GINETTA	Ginetta Owners' Club (01724 352801, membership@ginetta.org)							
G4 1.0/1.5	61-68	22,000	17,000	12,000	8000	1498	115	
G15 875/998	68-74	13,000	8000	4000	1850	998	108	
G21 1800/1800S	71-78	14,000	10,000	4750	2000	1725	120	
G33	91-93	15,000	11,000	7000	5000	3946	137	
GORDON-KEEBLE	Gordon-Keeble Owners' Club (0121 459 9587)							
GK1/IT	64-67	97,500	72,500	49,500	30,000	5395	135	
HEALEY	Association of Healey Owners (01425 480243)							
Silverstone sports	49-50	150,000	125,000	97,500	67,500	2443	107	
Abbott con	50-54	40,000	30,000	20,000	12,000	2443	100	
Tickford saloon	50-54	33,000	22,000	12,500	7500	2443	102	
HEINKEL/TROJAN	Heinkel/Trojan Club (01527 501318)							
Cabin Cruiser/200	56-65	22,000	15,000	9250	5750	198	60	
HILLMAN	Owners' Club (01522 823778); Imp Club (01789 414789)							
Minx Ph. I-II	39-48	6750	5250	2200	1000	1185	65	
Minx Ph. I-II con	39-48	11,000	8000	4000	2000	1185	65	
Minx Ph. III-VIIIA	48-56	6000	4000	1750	800	1390	73	
Minx Ph. III-VIIIA con	48-56	10,500	7250	3500	1600	1390	73	
Californian	53-56	8900	6000	3000	1600	1390	74	
Minx SI-IIIC	56-63	6250	4250	2000	900	1592	80	
Minx SI-IIIC con	56-62	10,000	7000	3500	1650	1494	80	
Minx SV-VI	63-67	4500	2850	1450	750	1725	81	
Husky II/III estate	58-66	6600	4500	2000	1000	1390	74	
Super Minx SI-IV	61-66	5500	3500	1650	800	1725	86	
Super Minx con	62-64	8500	6000	2900	1500	1592	84	
Imp	63-76	5750	4000	1850	900	875	81	
Imp Californian	67-70	6400	4500	2200	1000	875	81	
Husky (Imp)	66-70	6000	4200	1900	1000	875	80	
Hunter GLS	72-76	20,000	14,000	6500	3000	1725	110	
Avenger GT/GLS	71-81	12,500	9000	4500	2000	1598	98	
Avenger Tiger	72-73	16,500	11,000	6000	3000	1599	100	
HONDA	Honda S800 Sports Car Club (0121 444 2988)							
S800 coupé	66-70	24,000	17,500	11,000	5500	791	96	
S800 sports	66-70	30,000	21,000	15,000	9000	791	96	
CRX 1.6i/V-TEC	86-91	10,000	7000	3000	1400	1595	125	
NSX 3.0	90-02	72,500	55,000	37,500	26,500	2977	158	
Beat	91-95	4750	3000	1500	900	656	84	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
Integra Type R DC2	98-01	19,500	14,000	7000	3500	1787	143	
S2000 (AP1)	99-09	14,000	11,000	5750	3250	1997	147	
HRG								
1100/1500	38-56	60,000	46,500	32,000	22,500	1496	81	
HUMBER	Post-Vintage Humber Car Club (01604 404363)							
Hawk MkI-VI	49-57	7500	5500	2500	1200	2267	80	
Hawk SI-IV	57-68	7500	5000	2350	1150	2267	86	
Snipe	45-48	9500	7500	3000	1400	2731	72	
Snipe/P'man MkI-IV	45-56	11,000	8000	3400	1500	4139	91	
Super Snipe dhc	49-52	22,000	15,000	10,000	5000	4086	80	
Super Snipe SI-VA	58-67	10,000	7000	2750	1250	2651	106	
Imperial	64-67	11,000	8000	3250	1400	2965	102	
Sceptre MkI-II	63-67	8750	6000	2500	1000	1725	90	
Sceptre MkIII	67-76	7500	5250	2000	850	1725	98	
ISO	Iso Bizzarrini Club (020 8891 6663)							
Rivolta	62-70	80,000	60,000	40,000	30,000	5359	140	
Grifo	63-74	305,000	255,000	195,000	130,000	5359	161	
Grifo 7-litre	69-74	365,000	300,000	225,000	155,000	6998	170	
Lele	70-74	45,000	26,000	15,000	7500	5736	145	
JAGUAR	Car Club (01773 741784); Drivers' Club (01582 419332); Enthusiasts' Club (0117 969 8186); XK/E-type Club Club (01584 781588)							
SS100 2½-litre	36-39	350,000	260,000	200,000	145,000	2663	94	
SS100 3½-litre	38-39	440,000	340,000	240,000	185,000	3485	104	
1½-litre	45-49	29,000	20,000	12,000	6750	1776	70	
2½-litre	46-51	32,500	22,000	13,000	7250	2663	87	
3½-litre	46-51	36,000	26,000	15,000	8500	3485	92	
MkV 2½-litre con	49-51	58,000	40,000	25,000	12,000	2663	87	
MkV 3½-litre con	49-51	70,000	45,000	28,500	16,500	3485	92	
XK120 alloy rdstr	49-50	200,000	165,000	130,000	100,000	3442	132	
XK120 roadster	50-54	110,000	77,500	51,000	32,500	3442	122	
XK120 dhc	50-54	96,000	74,000	48,000	30,000	3442	122	
XK120 fhc	51-54	81,500	56,000	38,000	25,000	3442	121	
C-type	51-54	4.85m	3.85m	3.4m	2.95m	3442	144	
XK140 roadster	54-57	114,000	78,500	50,000	32,000	3442	126	
XK140 fhc	54-57	72,500	52,500	36,000	24,000	3442	125	
XK140 dhc	54-57	106,000	74,500	49,000	32,000	3442	125	
D-type	54-57	6m	5.25m	4.1m	3.75m	3442	160	
XK150 roadster	58-60	106,000	77,500	42,500	27,500	3781	130	
XK150 fhc	57-61	70,000	50,000	33,000	20,000	3781	128	
XK150 dhc	57-61	99,000	65,000	39,000	26,000	3781	127	
XK150S 3.4 roadster	58-60	140,000	95,000	70,000	52,000	3442	130	
XK150S 3.4 fhc	58-60	90,000	65,000	45,000	35,000	3442	129	
XK150S 3.4 dhc	58-60	122,000	87,500	62,500	44,000	3442	130	
XK150S 3.8 roadster	59-60	188,000	145,000	115,000	82,500	3781	136	
XK150S 3.8 fhc	59-60	102,000	75,000	52,500	42,000	3781	132	
XK150S 3.8 dhc	59-60	160,000	120,000	90,000	65,000	3781	130	
MkVII-MkIX	51-61	33,000	22,500	11,000	5000	3442	105	
MkX/420G	61-70	21,500	15,500	7250	3000	4235	120	
Mk1 2.4/Mk2 2.4	55-67	26,000	18,000	7500	3250	2483	96	
Mk1 3.4	57-59	41,500	27,500	15,000	9000	3442	120	
Mk2 3.4	59-67	35,000	25,000	10,000	4000	3442	114	
Mk2 3.8	59-67	50,000	30,000	14,000	5000	3781	121	
S-type sal	63-68	23,000	165,500	7500	3250	3781	121	
240	67-68	22,000	15,000	6750	2650	2483	105	
340	67-68	27,500	20,000	9000	4000	3442	123	
420	66-68	16,000	11,500	5000	2000	4235	123	
E-type 3.8 rdstr (ff)	61-62	145,000	100,000	80,000	60,000	3781	145	
E-type 3.8 cpé (ff)	61-62	110,000	90,000	72,500	50,000	3781	145	
E-type 3.8 roadster	62-64	132,500	95,000	65,000	40,000	3781	145	
E-type 3.8 coupé	61-64	100,000	75,000	52,500	32,500	3781	145	
E-type 4.2 S1 rdstr	64-67	130,000	87,500	62,500	40,000	4235	145	
E-type 4.2 S1 coupé	64-67	95,000	67,500	46,500	30,000	4235	145	
E-type S1 2+2	66-67	60,000	45,000	22,500	13,000	4235	136	
E-type S1½/S2 rdstr	67-70	86,000	67,500	40,000	26,000	4235	145	▼
E-type S1½/S2 fhc	67-70	70,000	47,500	30,000	18,000	4235	145	▼
E-type S1½/S2 2+2	67-70	50,000	35,000	20,000	12,000	4235	136	▼
E-type V12 roadster	71-75	77,000	55,000	32,000	18,000	5343	150	▼
E-type V12 fhc 2+2	71-74	52,000	38,000	22,000	10,500	5343	150	▼
XJ6 2.8 Series 1	68-73	10,000	6750	2500	1000	2791	117	
XJ6 4.2 Series 1	68-73	15,500	10,000	3750	1250	4235	124	
XJ12 Series 1	72-73	16,000	10,500	4500	2000	5343	140	
XJ6 Series 2	73-79	12,000	7500	3000	1000	3442	117	
XJ6 Series 3	79-86	10,000	6000	2500	950	4235	125	
XJ12 Series 2-3	75-93	13,000	8750	3750	1500	5343	146	
XJ6 Coupé	75-78	24,000	14,000	7000	4200	4235	120	
XJ12 Coupé	75-78	27,000	17,500	9000	4500	5343	143	
XJR 3.6/4.0 sal	88-94	11,000	7000	3500	1600	3980	142	
XJ12 (XJ81) sal	93-94	10,000	6500	2850	1350	5994	155	
XJR X300 sal	94-97	12,000	8000	2850	1200	3980	155	
XJ12 X300 sal	94-97	8500	6250	3000	1500	5994	155	
XJ-S manual	75-80	27,500	20,000	10,000	6000	5343	154	
XJ-S V12 auto	75-91	12,500	7750	3250	900	5343	150	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
XJ-S 3.6	83-89	9250	6250	2750	1000	3590	141	
XJ-SC 3.6 cabrio	83-87	11,500	8000	3850	1750	3590	134	
XJ-SC V12 cabrio	85-88	15,000	10,000	5000	2000	5343	150	
XJ-S V12 con	88-91	19,000	12,500	5250	2250	5343	150	
XJS V12	91-96	16,000	10,500	4850	2000	5994	161	
XJS V12 con	91-96	18,000	12,500	6000	2650	5994	160	
XJR-S	88-93	25,000	18,000	9000	3750	5993	158	
XJS 4.0	91-96	13,000	8750	3600	1650	3980	138	
XJS 4.0 conv	92-96	22,000	14,000	7000	3600	3980	138	
XJ220	89-92	350,000	300,000	215,000	200,000	3498	212	
XK8 4.0 fhc	96-02	7750	5250	2400	1200	3996	155	
XK8 4.0 con	96-02	9750	7000	3650	2000	3996	155	
XJR (X308) sal	97-03	9000	6000	2500	1000	3996	155	
XKR 4.0 fhc/con	98-02	11,250	7750	3600	2000	3996	157	
JEEP								
Cherokee	92-01	12,000	7500	2800	800	3960	107	
JENSEN	Jensen Owners' Club (01625 525699); Jensen Club (01296 614072)							
541/R/S	54-63	53,000	40,000	22,500	13,000	3993	123	
C-V8	62-65	55,000	40,000	20,000	11,000	6276	143	
Interceptor MkI	67-69	58,000	40,000	18,500	8500	6276	140	
Interceptor II-III	70-75	50,000	33,500	15,000	7500	6276	140	
FF	67-71	117,500	79,500	59,500	37,500	7212	141	
Interceptor SP	71-73	55,000	36,500	16,500	8000	7212	144	
Interceptor con	74-76	64,000	47,500	30,000	16,000	7212	140	▼
Jensen-Healey/GT	72-76	15,000	10,500	5000	2000	1973	120	
JOWETT	Jowett Car Club (01245 256944); Jupiter Owners' Auto Club (01394 385709)							
Javelin	47-54	11,000	7500	3500	1500	1486	77	
Jupiter	50-54	30,000	23,000	16,000	9000	1486	85	
LAGONDA	Lagonda Club (01252 845451)							
2.6/2.9	48-57	56,500	37,500	20,000	9500	2922	100	
2.6/2.9 con	49-57	87,500	65,000	30,000	18,000	2922	100	
Rapide	61-64	130,000	95,000	60,000	37,500	3995	135	
Saloon SI-III	76-87	67,000	42,500	26,500	18,000	5340	140	
Saloon SIV	87-90	70,000	47,500	32,000	22,000	5340	140	
LAMBORGHINI	Lamborghini Owners' Club UK (lamborghiniclubuk.com)							
350GT/400GT Inter	64-67	510,000	430,000	340,000	250,000	3497	147	
400GT 2+2	67-68	290,000	225,000	190,000	155,000	3929	150	▼
Miura P400	66-69	1.35m	1.15m	850,000	600,000	3929	170	
Miura 400S	69-71	1.6m	1.3m	1m	700,000	3929	172	▲
Miura SV	71-75	2.65m	2.3m	1.9m	n/a	3929	175	
Islero	68-70	230,000	175,000	135,000	105,000	3929	160	
Jarama	70-78	125,000	90,000	60,000	40,000	3929	162	
Espada I	68-70	145,000	110,000	65,000	37,500	3929	154	
Espada II/III	71-78	110,000	82,500	54,000	30,000	3929	154	
Urraco P250	73-74	72,500	52,000	30,000	20,000	2463	148	
Urraco P300	75-76	85,000	62,000	35,000	22,500	2997	158	
Jalpa	82-86	75,000	50,000	30,000	22,000	3485	153	
C'tach LP400 'Peri'	74-76	975,000	785,000	650,000	500,000	3929	192	
Countach LP400	76-78	450,000	350,000	265,000	185,000	3929	192	
C'tach LP400S	78-82	395,000	325,000	240,000	165,000	3929	164	▲
Countach 5000	82-90	350,000	295,000	200,000	140,000	5167	179	
Countach 25th Anni	89-90	250,000	210,000	155,000	125,000	5167	179	
Diablo	91-01	160,000	130,000	95,000	70,000	5707	202	
Diablo VT	93-01	175,000	150,000	105,000	82,500	5707	200	
LANCHESTER	Daimler & Lanchester Owners' Club (07000 356285)							
Ten (LD10)	46-51	7500	5000	2400	1200	1287	69	
LANCIA	Lancia Motor Club (lanciamotorclub.co.uk)							
Aprilia saloon	37-49	26,500	20,000	11,000	6000	1486	80	
Appia saloon	53-63	15,000	10,000	5250	2600	1089	80	
Aurelia B10/21/22	50-55	27,500	20,000	12,500	6500	1754	90	
Aurelia B20GT	53-58	135,000	98,500	68,500	49,000	2451	113	
Aurelia B24 Spider	55-56	750,000	600,000	525,000	450,000	2451	115	▼
Aurelia B24 conv	57-58	270,000	210,000	160,000	117,500	2451	108	▼
Flaminia saloon	57-70	10,000	7000	3750	1750	2458	100	
Flaminia coupé	59-67	47,500	34,000	20,000	13,000	2775	112	
Flaminia GT/GTL/3C	59-67	70,000	57,500	40,000	25,000	2775	115	▼
Flaminia convertible	59-67	140,000	95,000	67,500	46,500	2775	110	▼
Flaminia Sport Zag	59-67	285,000	210,000	155,000	105,000	2775	130	
Flavia saloon	61-70	12,000	7750	3250	1500	1488	105	
Flavia coupé 1.5/1.8	62-68	25,000	17,500	8000	4000	1800	112	
Flavia Sport Zagato	63-67	55,000	44,000	32,000	18,000	1800	120	
Flavia 2000 saloon	70-74	13,500	8500	4000	1600	1991	110	
Flavia 2000 coupé	69-73	17,000	12,000	5750	2650	1991	115	
Fulvia Berlina	63-73	6750	4000	1750	800	1216	100	
Fulvia coupé	65-76	20,000	15,000	6500	2750	1298	96	
Fulvia Sport Zagato	68-72	35,000	24,500	16,500	8750	1298	109	
Fulvia HF SI/SII	68-72	51,000	36,000	20,000	12,500	1584	115	▲
Stratos	72-74	510,000	420,000	325,000	240,000	2418	130	
Beta sal	72-81	6500	4250	1750	650	1995	118	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
Beta Coupé 1.6/2.0	73-84	7500	5000	2100	900	1995	114	
Beta Coupé Volumex	83-84	11,000	7750	3500	1500	1995	126	
Beta Spider 1.6/2.0	75-82	11,000	7750	3000	1400	1995	114	
Beta HPE	75-85	8250	5750	2900	1100	1995	116	
Beta HPE Volumex	83-85	12,000	8000	3750	1750	1995	116	
Montecarlo	75-84	25,000	17,500	8000	3000	1995	120	
Gamma	76-84	5500	3500	1650	750	2484	121	
Gamma Coupé	76-84	10,000	7000	3200	1300	2484	121	
Rally 037 Stradale	82-83	475,000	400,000	325,000	275,000	1995	128	▲
Delta S4 Stradale	85-87	300,000	250,000	175,000	n/a	1759	140	
Delta HF Turbo	84-90	12,000	8000	3750	1750	1585	121	
HF Integrale	87-91	33,500	24,000	13,000	6750	1995	134	
Integrale Evo 1	91-93	65,000	50,000	30,000	15,000	1995	135	
Integrale Evo 2	93-95	85,000	65,000	40,000	20,000	1995	136	
LAND ROVER	Series I Club (01363 82666); SII Club, PO Box 251, Barnsley S70 5YN							
Series I 80in	48-53	43,000	27,500	14,000	5750	1595	60	
Series I	53-58	32,000	18,000	8000	2000	1997	60	
SII/IIA 2.2/2.6 88in	58-71	22,500	12,500	5000	1600	2286	69	
SII/IIA 2.2/2.6 109in	58-71	24,000	13,500	5500	1750	2625	75	
SIII 2.2/2.6/3.5	71-85	18,500	11,000	3250	1250	2625	73	
SIII Stage 1 V8	79-83	20,000	13,000	5500	1950	3528	86	
Defender	84-90	14,500	10,000	3650	1750	2495	77	
Defender V8	85-90	19,500	13,500	5750	2400	3528	86	
Defender Tdi	90-98	19,000	12,000	5500	2000	2495	80	
Defender Td5	98-07	20,000	14,000	6000	3000	2495	85	
Range Rover 2dr	70-72	42,000	32,000	18,000	8500	3528	96	
Range Rover 2dr	73-78	34,000	24,500	13,000	5000	3528	99	
Range Rover	78-89	25,000	16,000	4500	1250	3528	106	
Range Rover 3.9SE	89-96	17,500	9000	4000	1000	3947	108	
Range Rover 4.2LSE	92-95	30,000	18,000	6500	2250	4192	110	
LEA-FRANCIS	Lea-Francis Owners' Club (01865 407515)							
14hp/14/70 saloon	46-54	12,000	8500	4650	2000	1767	75	
14hp/2½-litre Sports	50-53	45,000	29,000	20,000	12,000	2496	100	
LOTUS	Club Lotus (01362 694459); Historic Lotus Register (01293 871541); Lotus DC (01926 859918); Lotus 7 Club (07000 572582); Lotus Cortina Register (01923 776219)							
Six	53-56	35,000	26,500	17,500	13,000	1172	93	
Elite	57-63	77,500	62,500	44,000	26,000	1216	113	▼
Seven SII	60-68	34,000	22,000	15,000	9000	1098	92	
Super Seven 1.3-1.6	61-69	35,000	25,000	16,000	11,000	1498	103	
Seven SIII 1.3/1.6	68-70	27,000	19,500	13,000	8250	1599	108	
Seven S4	69-73	15,500	11,000	7000	3500	1599	108	
Lotus Cortina MkI	63-64	64,000	49,000	33,000	25,000	1558	108	
Lotus Cortina MkI	64-66	56,000	42,500	28,000	20,000	1558	107	
Cortina II Lotus	67-70	32,000	26,000	16,500	10,000	1558	102	
Elan S1 dhc	62-64	38,500	30,000	21,000	14,500	1558	119	
Elan S2-S3 dhc	64-68	33,500	25,000	16,000	10,000	1558	120	
Elan S4 dhc	68-71	29,500	22,500	15,000	9250	1558	120	
Elan S3/S4 cpé	66-71	27,500	21,000	12,000	7250	1558	123	
Elan Sprint con	71-73	47,500	37,500	24,000	15,000	1558	121	
Elan Sprint Coupé	71-73	39,000	30,000	20,000	13,500	1558	121	
Elan Plus 2	67-74	28,000	20,000	11,000	6000	1558	121	
Europa S2	67-71	20,000	14,000	7500	4500	1470	110	▼
Europa TC/Special	71-75	32,000	21,000	11,000	6000	1558	123	▼
Elite, Eclat	74-82	11,000	7500	2900	1400	2174	129	▼
Esprit S1	76-78	40,000	31,000	22,000	15,000	1973	124	
Esprit S2	78-81	29,500	22,000	14,000	9000	1973	130	
Esprit Turbo	80-87	37,500	26,500	14,000	8000	2174	148	
Esprit S3	82-87	26,500	18,500	11,000	6000	2174	134	
Excel	82-88	10,000	7000	3000	1500	2174	130	
Esprit X180	87-90	24,000	17,500	9250	5250	2174	135	
Esprit Turbo/SE	87-92	32,000	22,000	12,000	6750	2174	156	
Esprit S4 Turbo	93-96	39,000	29,000	15,000	8500	2174	161	
Esprit GT3	96-99	38,500	29,500	17,500	12,500	1973	163	
Esprit V8	96-04	55,000	40,000	30,000	20,000	3506	175	
Carlton/Omega	90-92	67,500	47,500	25,000	16,000	3615	177	
Elan SE turbo	89-92	9950	6750	3750	2000	1588	137	
Elan S2	94-95	10,500	7750	4500	2650	1588	137	
Elise S1	95-00	20,000	15,000	11,000	7000	1796	126	
Elise S2	00-05	16,000	12,750	10,250	8500	1796	125	▼
Elise 111/S	99-05	19,500	15,500	12,000	10,000	1796	132	
340R	00-02	35,000	28,500	22,000	16,000	1796	133	
Exige S1	00-02	31,000	24,000	17,000	13,500	1796	136	
MARCOS	Marcos Owners' Club (01384 561524); Club Marcos Int (01225 707815)							
GT1800	64-66	20,000	16,000	11,500	7000	1780	115	
1500/1600	66-68	22,000	17,000	12,000	7500	1598	117	
3-litre	69-72	21,750	16,000	11,000	6750	2978	120	
Mini-Marcos	65-74	8250	6000	3250	1600	1275	100	
Coupé/Mantula	81-87	14,500	10,000	6000	3500	2792	130	
Mantara	93-97	15,750	12,500	10,000	7500	3946	158	▼
MASERATI	Maserati Club (01494 717701)							
A6G/2000 Zag. cpé	54-57	2.7m	2m	1.6m	1.2m	1986	131	▼

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	Year	Concours/ Dealer	Mint	Good	Rough	cc	Top speed	Price change
A6G/2000 coupé	54-57	550,000	475,000	400,000	350,000	1986	131	
3500GT coupé	58-64	165,000	135,000	102,500	70,000	3485	142	
3500GT Spider	58-64	465,000	415,000	350,000	250,000	3485	140	
Sebring 3.5/3.7/4.0	62-66	150,000	117,500	90,000	52,500	3485	138	
Mistral coupé	63-70	140,000	110,000	72,500	37,500	3692	147	
Mistral Spyder	64-70	470,000	400,000	295,000	227,500	3692	147	
Quattroporte 4.1/4.7	63-71	60,000	40,000	25,000	15,000	4136	130	
Quattroporte III	79-90	20,000	13,000	6500	3500	4930	122	
Mexico	65-72	95,000	70,000	42,000	27,500	4719	150	
Indy	66-74	62,500	49,000	34,000	24,000	4719	156	
Ghibli 4.7	67-70	200,000	150,000	90,000	60,000	4719	155	
Ghibli Spyder	69-71	550,000	495,000	425,000	350,000	4719	154	
Ghibli 4.9 SS	70-73	235,000	180,000	120,000	72,500	4930	172	
Ghibli SS Spyder	71-72	625,000	550,000	475,000	400,000	4930	170	
Bora 4.7/4.9	71-79	167,500	130,000	92,500	45,000	4719	160	
Merak	72-75	42,500	30,000	20,000	12,000	2965	135	
Merak SS	76-83	55,000	45,000	25,000	15,000	2965	147	
Khamsin	74-82	135,000	100,000	65,000	40,000	4930	151	
Kyalami 4.1/4.9	76-83	57,500	45,000	28,500	15,000	4930	150	
Biturbo 220-425	81-88	10,000	6000	2500	1200	2491	138	
Biturbo Spyder	84-94	13,250	8500	4000	2000	2491	138	
Ghibli II	94-97	17,500	12,000	5750	2850	2790	155	
Quattroporte IV	94-01	10,500	8000	5000	2650	2790	158	
3200GT	98-01	15,000	10,650	7400	4850	3217	180	
4200GT	02-07	14,500	10,500	7000	4750	4244	177	
MATRA	Matra Enthusiasts' Club (01892 652964)							
Bagheera	73-79	12,000	8000	3500	1250	1442	102	
Murena	80-83	14,000	9000	4000	1500	2155	121	
MAZDA	mazdarotaryclub.com; MX-5 Owners' Club (mx5oc.co.uk)							
Cosmo 110S	67-72	90,000	65,000	40,000	25,000	982	125	
RX7	78-86	15,000	10,000	4500	1250	2292	119	
RX7 S2	86-91	7000	4750	2250	900	2254	140	
RX7 S3	92-95	8000	6500	4000	2000	2608	156	
MX-5	90	6000	4000	1850	1000	1597	121	
MX-5	91-97	4750	3000	1250	500	1839	123	
McLAREN								
F1	93-98	17	16m	15m	14m	6064	240	
MERCEDES-BENZ	M-Benz Club Ltd (07071 818868); M-Benz Owners' Assoc. (01892 860922)							
500K Cabrio A/B/C	34-36	1.25m	1m	700,000	450,000	5016	102	
500K Sports/Rdster	34-36	3m	2.5m	1.95m	1.3m	5016	102	
540K coupe	36-39	500,000	400,000	300,000	200,000	5401	104	
540K Cabrio A	36-39	1.6m	1.25m	1m	900,000	5401	101	
540K Cabrio B/C	36-39	1.1m	875,000	600,000	450,000	5401	100	
540K Special Rdster	36-39	5.75m	4.85m	4m	3m	5401	106	
180/190 Ponton sal	53-62	16,500	11,500	5500	2500	1897	87	
219/220S Ponton sal	56-59	19,500	14,000	6750	3500	2195	101	
220S/SE cabrio	56-60	130,000	90,000	47,500	29,500	2195	101	
220S/SE coupé	57-60	54,000	37,500	23,500	15,000	2195	101	
300A/B/C/D sal	51-62	56,500	36,500	20,000	10,000	2996	101	
300 cabrio D	57-62	200,000	145,000	90,000	50,000	2996	100	
300S cab/rdstr	52-55	440,000	345,000	250,000	170,000	2996	112	
300Sc cab/rdstr	55-58	650,000	475,000	340,000	240,000	2996	112	
300Sc coupé	55-58	375,000	300,000	230,000	155,000	2996	112	
300SL Gullwing	54-57	1.45m	1.2m	1m	775,000	2996	145	
300SL roadster	57-63	1.4m	1.15m	850,000	650,000	2996	130	
190SL roadster	55-63	125,000	87,500	60,000	40,000	1897	109	▼
190/200 Fintail sal	61-68	13,000	9000	4000	1750	1988	90	
220/230 Fintail sal	59-68	16,500	11,500	5250	2250	2281	100	
300SE/L Fintail sal	61-65	30,000	20,000	8500	3250	2996	109	
220SEb coupé	61-65	45,000	32,500	17,500	10,000	2195	107	
220SEb cabrio	61-65	100,000	70,000	38,500	24,000	2195	107	
300SE coupé	62-67	75,000	50,000	30,000	18,500	2996	110	
300SE cabrio	62-67	160,000	125,000	70,000	47,500	2996	109	
230SL sports	63-67	87,500	62,500	34,000	21,000	2306	121	
250SL sports	67-68	92,500	65,000	36,000	23,000	2496	121	
280SL sports	67-71	115,000	75,000	40,000	26,000	2778	121	
600 saloon	64-81	100,000	75,000	43,000	25,000	6330	120	
250/280S/SE sal	65-72	19,500	13,000	5500	2250	2778	116	
250SEC/280SEC cpé	65-69	56,500	38,500	22,200	13,500	2778	116	
250/280SE cab	65-69	125,000	90,000	44,000	24,000	2778	116	
280SE cpé (low grille)	70-72	50,000	35,000	20,500	13,000	2778	116	
280SE cab (low grille)	70-72	100,000	77,500	40,000	22,500	2778	116	
280SE 3.5 coupé	69-71	100,000	75,000	39,500	25,000	3499	127	
280SE 3.5 cabrio	69-71	250,000	190,000	135,000	95,000	3499	127	
300SE/SEL sal	65-69	22,000	14,000	6000	2500	2996	115	
280/300SE/SEL 3.5	69-72	25,000	16,500	7500	3500	3499	128	
300SEL 6.3 saloon	67-72	50,000	37,000	22,500	10,000	6329	132	
200/220/230.4 sal	67-76	11,000	7000	3000	1200	2197	105	
230.6/250/280 sal	67-76	12,000	7500	3250	1300	2746	125	
250CE/280CE cpé	68-76	18,000	12,000	6000	2500	2746	125	
280/350/380/420SL	71-89	30,000	20,000	7500	2750	4196	130	
500/560SL sports	82-89	38,500	24,000	10,000	3750	5547	142	▼
300SL (R107)	85-89	35,000	22,000	9500	3750	2962	124	▲
350/380/450SLC cpé	71-81	20,000	12,500	5000	1750	4520	137	
280S/SE sal	72-80	12,000	7500	3250	1250	2746	118	
350/450SE/SEL sal	72-80	17,500	12,000	5000	1600	4520	130	
200/230E sal	75-84	11,750	8000	3600	1500	2299	114	
250/280E sal	75-84	12,000	8250	3750	1650	2746	124	
230/280CE coupé	77-85	16,000	11,000	5000	2000	2746	125	
G-wagon (W460)	79-92	27,500	17,500	7500	3500	2746	102	
450SEL 6.9 sal	76-80	38,500	27,000	13,500	6750	6834	140	
280SL-SL320 (R129)	89-01	13,500	8000	3350	1600	2960	142	
500SL/SL500 (R129)	89-01	17,500	10,750	4750	2300	4973	155	
600SL/SL600 (R129)	92-01	25,000	17,500	7500	3750	5987	155	
380/420/500SEC	81-91	19,500	13,000	7000	2400	4973	138	
560SEC	86-91	22,000	15,000	8000	3000	5547	151	
300SE-500SE sal	80-91	9000	6000	2000	800	4973	147	
500/560SEL sal	80-91	13,000	8000	2900	1200	5547	156	
190E sal	82-92	6750	4250	1750	750	1997	119	
190E 2.3/2.5-16	83-92	30,000	20,000	10,000	6000	2299	143	▲
W124 Coupé	87-95	8500	5500	2000	650	2962	139	
E220, E320 Cabrio	91-97	18,000	12,000	5500	2650	3199	142	
W124 sal/est	84-95	6750	4500	1650	600	3199	146	
500E saloon	90-95	45,000	35,000	17,500	10,000	4973	155	
SLK230 Komp'	97-04	4500	2750	1000	500	2295	140	
SL55 AMG	02-08	17,500	12,500	9000	6000	5439	155	
SLR McLaren	03-10	225,000	175,000	150,000	n/a	5439	208	
MESSERSCHMITT	Owners' Club (01293 871417); Enthusiasts' Club (01483 769270)							
KR175/200	53-64	25,000	17,500	11,000	6500	191	65	
TG500 Tiger	58-61	100,000	80,000	60,000	40,000	493	75	
MG	Owners' Club (01954 231125); Octagon Club (01785 251014); Car Club (01235 555552)							
SA saloon	36-39	40,000	32,500	23,500	13,500	2322	80	
SA tourer/dhc	36-39	64,000	46,500	31,000	19,500	2322	80	
VA saloon	37-39	27,500	20,000	13,000	8000	1548	80	
VA tourer/dhc	37-39	37,500	25,000	17,500	11,000	1548	81	
WA saloon	38-39	46,500	37,000	27,500	16,000	2561	91	
WA tourer/dhc	38-39	80,000	60,000	40,000	24,000	2561	91	
TA/TB/TC	36-49	33,000	23,000	14,000	9000	1250	78	
TD	49-53	21,500	15,500	10,000	6200	1250	80	
TF1250/1500	53-55	29,000	20,000	13,000	7000	1466	85	▼
YA/YB	47-53	15,000	9750	4200	1250	1250	71	▼
Magnette ZA/ZB	53-59	17,000	11,500	4750	2250	1489	82	
MGA Roadster	55-62	31,000	21,000	12,500	8000	1489	98	
MGA Coupé	56-62	25,500	17,000	10,000	6250	1489	98	
MGA Twin Cam Rdstr	58-60	47,500	34,000	23,500	15,000	1588	115	
MGA Twin Cam Cpé	58-60	37,500	27,500	17,500	12,000	1588	115	
Magnette III/IV	59-68	10,000	6750	2900	1350	1622	87	
1100/1300	62-71	10,000	7000	2950	1300	1275	97	
MGB roadster p/h	62-65	21,000	15,000	8000	4000	1798	103	
MGB roadster	65-67	17,500	12,750	6000	3000	1798	103	
MGB GT	65-67	16,000	10,750	5000	2350	1798	103	
MGB MkII roadster	67-71	16,500	11,500	5500	2500	1798	103	
MGB MkII GT	67-71	14,000	8750	4000	1800	1798	103	
MGB MkIII roadster	71-74	16,000	11,000	5250	2250	1798	100	
MGB MkIII GT	71-74	12,000	8000	3400	1500	1798	96	
MGB roadster	75-80	12,000	7500	3000	1250	1798	96	
MGB GT	75-80	9500	6000	2250	850	1798	104	
MGC roadster	67-69	25,500	19,000	9950	4500	2912	120	
MGC GT	67-69	23,000	15,500	8000	3650	2912	120	
MGB GT V8 chrome	73-74	25,000	16,500	7950	3850	3528	125	
MGB GT V8 rubber	74-76	20,000	13,000	6400	3000	3528	125	
Midget MkI	61-64	12,250	8250	4000	1750	1098	86	
Midget MkII	64-66	11,750	8000	3650	1600	1098	90	
Midget MkIII	66-74	12,000	8000	3250	1250	1275	96	
Midget 1500	74-79	6500	4400	1600	600	1498	101	▲
Metro	82-90	7250	5250	2750	1500	1275	100	
Metro Turbo	83-89	14,000	10,000	5000	2500	1275	110	
Montego Turbo	85-91	9000	6500	3500	1850	1994	124	
Maestro Turbo	89-91	15,500	11,500	7000	4000	1994	128	
Metro 6R4	85-86	140,000	115,000	85,000	62,500	2991	120	
RV8	93-96	19,000	14,500	10,000	6250	3946	136	
MGF/TF	95-05	3300	1900	800	375	1796	126	▲
ZT260 V8	03-05	11,000	7750	4750	3250	4601	155	
MITSUBISHI								
Starion Turbo	82-89	14,000	10,000	4500	2000	1997	133	
3000GT/GTO	90-01	8000	5750	2750	1250	2972	153	
Evo IV-VI	97-99	27,500	20,000	11,000	5500	1997	150	
MORGAN	Sports Car Club (01384 254480); Three-Wheeler Club (01823 277852)							
4/4 Series I	36-50	39,000	29,000	20,000	12,000	1267	70	
Plus 4 (Vanguard)	50-53	38,000	27,500	18,500	10,000	2088	85	
Plus 4 (TR)	54-69	36,500	28,000	18,000	9500	1991	96	
Plus 4 SS	61-69	75,000	55,000	35,000	22,000	2138	120	
4/4 SII/III/IV/V	54-68	28,000	20,750	13,000	8000	1498	85	
4/4 1600/CVH	68-93	25,500	18,500	11,250	7000	1597	105	
4/4 1800 (Zetec)	93-06	21,000	17,000	13,000	8000	1796	106	
Plus 4	85-87	21,000	16,000	11,000	8000	1994	109	
Plus 4	88-00	23,000	19,000	14,500	10,500	1994	115	
Plus 8	68-72	46,500	31,000	20,000	14,000	3528	125	
Plus 8	73-86	40,000	28,000	17,500	12,000	3528	125	
Plus 8 injection	84-04	35,000	26,500	16,500	10,750	3528	125	
MORRIS	Morris Register (01934 832340); Morris Minor Owners' Club (01332 291675)							
Minor MM lowlamp	48-51	13,000	9000	4500	2250	918	64	
Minor MM L-L Tourer	48-51	20,000	12,500	6750	3500	918	64	
Oxford MO	48-54	7000	5000	2400	1100	1476	72	
Six	49-54	8500	6500	2500	1200	2215	86	
Minor MM/SII	50-56	9000	6750	2850	1100	803	63	
Minor MM/SII conv.	50-56	13,000	8750	3750	1850	803	63	
Minor SII Traveller	53-56	15,750	10,500	4400	1500	803	63	
Minor 1000	56-70	10,500	7000	3000	1000	1098	77	▼
Minor 1000 conv.	56-69	13,500	9250	4000	1850	1098	77	
Minor 1000 Traveller	56-71	16,500	11,000	4500	1400	1098	76	
Isis	55-58	6750	4850	2250	1000	2639	90	
Oxford/Cowley II-III	54-60	6000	4000	1650	800	1489	78	
Oxford V-VI	59-71	8000	5500	2250	1100	1622	80	
Marina Coupé	71-78	3500	2250	1100	550	1798	95	
Marina TC/GT	71-78	4000	2500	1300	700	1798	100	
NISSAN								
300ZX Turbo	84-89	10,250	7000	3250	1500	2960	149	
300ZX	89-00	14,500	9500	4000	2000	2960	155	
Figaro	91	8500	5500	2250	1000	987	98	
Skyline GT-R R32	89-94	52,000	40,000	22,000	15,000	2568	155	
Skyline GT-R R33	95-99	47,500	37,500	20,000	12,500	2568	155	
NSU	NSU Owners' Club (01883 744431); Ro80 Club (01274 484091)							
Prinz	58-72	9000	6000	2750	1200	598	71	
Sport Prinz coupé	59-67	9500	6750	3000	1500	598	76	
Wankel spider	64-67	16,000	12,000	7000	4000	497	95	
1000	64-72	7500	5000	2400	1200	996	80	
1200TT	67-72	18,500	12,750	8000	5000	1177	110	
Ro80	67-76	13,000	9000	4000	1250	995	108	
OPEL	Vauxhall-Opel Drivers' Club (01362 692020); Opel Manta OC (manta.club.org)							
Commodore/GS/E	67-77	10,000	6000	2650	1250	2490	121	
GT	68-73	15,500	11,000	5500	2600	1897	111	
Manta A coupé	70-75	16,000	11,000	5500	2500	1897	105	
Manta GT/E	75-88	13,500	9500	4500	2000	1979	122	
Monza cpé	78-87	12,500	8250	3600	1600	2968	128	
PANHARD	Panhard et Levassor Club GB (0161 483 8262)							
PL17 saloon	59-64	8750	6000	2750	1400	845	75	
24CT coupé	64-67	15,000	10,000	4750	2250	845	100	
PANTHER	Panther Car Club Ltd (07971 866829)							
J72	72-81	50,000	35,000	25,000	17,500	4235	115	
De Ville	74-85	70,000	48,500	35,000	25,000	5343	135	
Lima/Kallista	76-90	13,000	10,000	5000	2750	1596	98	
Kallista 2.8/2.8i/2.9i	82-90	14,500	10,750	5750	3250	2933	112	
PEERLESS/WARWICK	TR Register (01235 818866)							
GT	57-62	27,500	20,000	11,500	7000	1991	105	
PEUGEOT	Club Peugeot UK (020 8888 8772)							
203 saloon	48-60	8500	6500	3000	1350	1290	70	
403 cabrio	57-61	30,000	22,500	12,500	7000	1468	81	
204/304 saloon	65-74	4000	2750	1400	750	1288	90	
204/304 coupé	67-75	7500	5500	2500	1200	1288	90	
204/304 cabrio	67-75	10,500	7000	3500	1500	1288	88	
404 saloon	60-75	8000	5750	2850	1400	1618	90	
504 saloon	68-83	3850	2750	1350	650	1971	104	
504 cabrio	69-83	24,000	16,000	8500	4500	1971	105	▲
504 coupé	69-83	11,250	7750	3750	1750	1971	107	
504 V6 cabrio	74-83	28,500	19,000	11,000	5500	2664	117	▲
205 T16	83-85	195,000	160,000	130,000	110,000	1774	130	
205GTi 1.6	84-90	19,500	12,000	4750	1600	1580	122	▲
205CTI cabrio	86-92	7500	5000	2200	900	1580	120	
205GTi 1.9	87-94	23,000	14,000	5750	1800	1905	126	▲
309GTi	87-93	8250	6000	2850	1250	1905	122	
106 Rallye S1/S2	94-99	9000	6250	3000	1500	1587	121	
106 GTI	96-04	7750	5500	2500	1250	1587	122	
406 Coupé	97-03	3250	2000	750	400	2946	141	
PIPER	Piper Sports and Racing Car Club, email: contact@thepiperclub.org.uk							
GTT/P2 1.6	68-74	25,000	18,500	13,500	9500	1599	115	
PORSCHE	Porsche Club GB (01608 652911); Enthusiasts' Club (01246 279358)							
356 pre-A Gmund	49-50	1m	800,000	600,000	500,000	1086	90	
356 pre-A	51-55	210,000	150,000	110,000	85,000	1086	90	
356 cabrio 1.3/1.5	51-55	265,000	185,000	155,000	110,000	1488	90	

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	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
356 Speedster	54-58	335,000	260,000	200,000	160,000	1488	92	
356 Convertible D	58-59	215,000	150,000	110,000	70,000	1488	92	
356A	55-59	90,000	65,000	39,000	25,000	1582	113	
356B/C	60-65	82,500	57,500	33,500	22,000	1582	113	
356A cabrio	55-59	160,000	115,000	75,000	48,500	1582	113	
356B roadster	60-61	175,000	130,000	80,000	50,000	1582	113	
356B/C cabrio	60-65	137,500	100,000	64,000	40,000	1582	113	
356A/B Carrera	55-62	500,000	375,000	275,000	200,000	1582	113	
Carrera 2	63-65	425,000	350,000	295,000	250,000	1966	125	
911 2.0	64-65	175,000	135,000	100,000	65,000	1991	131	
911/L 2.0	66-68	125,000	90,000	57,500	40,000	1991	131	
911S 2.0	66-69	155,000	120,000	85,000	60,000	1991	140	
912	65-69	57,500	42,000	27,500	17,500	1582	112	
911T	67-73	77,500	57,500	34,500	24,000	2195	131	
911E	68-73	87,500	65,000	37,500	27,500	2341	138	
911S 2.2	69-71	137,500	105,000	75,000	53,000	2195	144	
914-4	69-75	25,000	17,500	8000	4000	1795	112	
914-6	69-72	84,000	60,000	37,500	25,000	1991	125	
911S 2.4	71-73	150,000	110,000	80,000	57,500	2341	144	
Carrera RSL	72-73	850,000	650,000	500,000	400,000	2687	149	
Carrera RST	72-73	525,000	400,000	275,000	190,000	2687	149	
911 2.7	73-77	42,500	32,500	18,000	11,000	2687	135	
911S 2.7	73-77	48,500	37,500	25,000	16,000	2687	140	
Carrera 2.7MFI	73-77	180,000	140,000	110,000	85,000	2687	148	
911 Turbo (930) 3.0	75-77	152,500	115,000	85,000	60,000	2995	156	▲
Carrera 3.0	76-77	85,000	55,000	37,500	25,000	2994	146	
924	76-85	6250	3950	1600	750	1984	126	
924 Turbo	78-83	17,000	11,500	5400	2500	1984	144	
924 Carrera GT	80-81	70,000	55,000	37,500	26,500	1984	150	
924S/Le Mans	85-88	9250	6250	2500	1250	2479	136	
928/S/S2	77-87	27,500	20,000	10,000	4500	4664	155	
928S4	86-95	28,500	20,000	10,500	4500	4957	161	
928GT	89-92	35,000	24,000	15,000	7000	4957	168	
928GTS	91-95	56,500	42,500	25,000	12,000	5396	171	
911 Turbo (930) 3.3	77-90	140,000	100,000	65,000	42,500	3299	160	▲
911 Turbo Cabrio	86-90	125,000	90,000	55,000	37,500	3299	158	▲
911SC 3.0	77-83	53,000	41,000	24,000	15,000	2994	149	
911 Carrera 3.2	83-89	54,000	38,000	21,000	12,500	3164	158	
911 Carrera cabrio	83-89	48,500	33,000	20,000	12,500	3164	155	
Carrera Supersport	84-89	80,000	62,500	40,000	26,500	3164	158	
911 Speedster	88-89	145,000	110,000	75,000	55,000	3164	158	
959	87-88	1m	825,000	700,000	525,000	2994	190	
Carrera Club Sport	87-89	130,000	100,000	68,000	42,000	3164	154	
944	82-87	10,500	7000	3000	1200	2479	134	
944 Turbo	85-91	23,000	16,000	8500	4000	2479	157	▲
944S	86-88	11,000	7500	3400	1400	2479	140	
944S2	88-92	14,000	10,000	4200	1800	2990	149	
944S2 Cabrio	89-92	15,500	11,500	5250	2400	2990	149	
944 Turbo Cabrio	91-92	28,000	20,000	14,000	7500	2479	150	
911 (964)	89-94	67,500	50,000	30,000	20,000	3600	158	
911 Turbo (964)	90-94	140,000	110,000	75,000	40,000	3299	167	
911 Carrera RS (964)	92-94	240,000	195,000	145,000	115,000	3600	162	
968	92-95	16,000	12,750	7250	4000	2990	150	
968 Sport	94-95	24,000	16,500	10,000	6000	2990	151	
968 Club Sport	93-95	42,000	28,500	15,750	8000	2990	154	
911 Carrera (993)	94-97	56,000	43,500	28,500	20,000	3600	160	▼
911 Turbo 4 (993)	95-98	150,000	120,000	85,000	55,000	3600	180	
911 Turbo S (993)	97-98	300,000	240,000	185,000	150,000	3600	182	
911 C4S/C2S (993)	95-97	92,500	75,000	50,000	30,000	3600	171	▼
911 Carrera RS (993)	94-95	330,000	280,000	235,000	185,000	3746	172	
911RS Clubsport	95-96	360,000	295,000	250,000	200,000	3746	175	
911 GT2 (993)	95-98	975,000	800,000	675,000	500,000	3600	187	
Boxster 2.5	96-99	6500	4350	2600	1700	2480	149	
Boxster 2.7	99-04	7500	5500	3200	1950	2687	156	
Boxster 3.2S	99-04	10,000	7000	3850	2500	3179	164	
911 Carrera (996)	97-05	24,000	17,000	10,500	6750	3387	170	
911 GT3 (996)	99-05	70,000	57,500	46,000	38,500	3600	188	
911 Turbo (996)	99-05	44,000	33,500	25,000	21,000	3600	189	
911 GT2 (996)	01-05	110,000	97,500	85,000	72,500	3600	198	

RELIANT Sabre & Scimitar Club (020 8977 6625); Scimitar Drivers' (01453 548887)

	Year	Concours/ Dealer	Mint	Good	Rough	cc	Top speed	Price change
Sabre 4/6	61-64	11,000	8750	5750	2600	2553	110	
Scimitar SE4/a/b	64-70	16,000	10,000	4000	2000	2994	121	
Scimitar GTE SE5/5a	68-75	12,000	7750	2850	1100	2994	123	
Scimitar GTE SE6/6a	75-80	10,000	6750	2500	1000	2792	120	
Scimitar GTC	80-85	12,000	8000	3250	1500	2792	119	
Scimitar GTE SE6b	80-86	9400	6650	2650	1000	2792	122	
Middlebridge Scim'	88-90	30,000	24,000	16,000	10,000	2933	140	
Scimitar SS1	85-89	5000	3200	1350	550	1596	108	
Scimitar SS1 1800Ti	86-89	5900	4000	1750	800	1809	126	

RENAULT Renault Owners' Club (renaultownersclub.com/)

	Year	Concours/ Dealer	Mint	Good	Rough	cc	Top speed	Price change
4CV	47-61	8500	6000	3600	2000	747	65	
Dauphine	54-63	8000	5500	2500	1100	845	70	
Dauphine Gordini	58-67	15,000	10,500	5000	2500	845	83	
Floride/Caravelle cpé	59-68	11,000	8000	3500	1600	1108	90	

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	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
Floride/Caravelle con	59-68	13,000	9000	4500	2000	1108	90	
R4	62-80	8000	5000	2200	1000	1108	72	
R8/R10	62-71	6400	4250	2000	800	1108	84	
R8 Gordini	67-70	32,500	25,000	17,000	12,000	1255	108	
16GL/DL/TS/TX	65-79	11,500	8000	3500	1500	1565	105	
5 hatch	72-84	4000	2750	1500	700	1289	96	▲
5 hatch	84-96	3000	2000	1000	450	1397	109	
5 Turbo 2	83-86	80,000	57,500	32,500	22,500	1397	124	
5GT Turbo	86-91	20,000	15,000	7000	3250	1397	123	
Clio Williams	94-95	24,000	16,000	8000	4000	1998	134	

RILEY Riley RM Club (01352 700427); Riley Motor Club (01902 773197)

	Year	Concours/ Dealer	Mint	Good	Rough	cc	Top speed	Price change
RMA/RME 1½ saloon	45-55	15,000	11,000	5500	2500	1496	81	
RMB/RMF 2½ saloon	46-53	19,250	14,500	7750	3750	2443	91	
Roadster RMC	48-50	42,500	29,000	17,500	9000	2443	100	
RMD convertible	48-51	28,500	22,000	13,500	7000	2443	91	
2.6/Pathfinder	53-59	12,000	8000	3400	1650	2443	101	
One Point Five	57-65	11,000	8000	3500	1500	1489	85	
4/68, 4/72	59-69	12,000	8000	3250	1400	1622	88	
Elf MkI/II 848/998	61-69	8500	6400	3000	1500	998	75	
Kestrel 1100/1300	65-69	7500	5000	2250	1000	1098	87	

ROCHDALE Rochdale Owners' Club (01364 654419)

	Year	Concours/ Dealer	Mint	Good	Rough	cc	Top speed	Price change
GT	57-61	14,000	9000	4500	2500	1172	85	
Olympic	60-73	11,750	8000	4500	2750	1489	105	

ROLLS-ROYCE Rolls-Royce Enthusiasts' Club (01327 811788)

	Year	Concours/ Dealer	Mint	Good	Rough	cc	Top speed	Price change
Silver Ghost	07-14	2.3m	1.85m	1.5m	1.25m	7428	75	
Silver Ghost	18-25	400,000	320,000	250,000	165,000	7428	78	
Phantom I/II	25-35	300,000	190,000	80,000	30,000	7668	88	
Phantom III	36-39	230,000	145,000	65,000	27,500	7340	92	
Silver Wraith 4.3/4.6	47-59	50,000	36,500	20,000	10,500	4257	92	
Silver Dawn sal	49-55	42,500	29,500	16,000	8000	4566	98	
Silver Dawn PW con	51-55	120,000	90,000	55,000	35,000	4566	98	
Silver Cloud I sal	55-59	38,000	27,000	16,500	8000	4887	101	
SCI Mulliner con	55-59	450,000	325,000	240,000	175,000	4887	101	
Silver Cloud II sal	59-62	44,000	30,000	17,500	8500	6230	115	
SCII Mulliner con	59-62	275,000	200,000	125,000	85,000	6230	112	
Phantom V/VI limo	60-77	125,000	80,000	37,500	22,000	6230	112	▲
Silver Cloud III sal	62-66	50,000	35,000	19,000	9000	6230	116	
SCIII MPW con	62-66	250,000	170,000	95,000	60,000	6230	116	
Shadow/Wraith	66-80	21,000	14,000	6250	2000	6750	120	▼
MPW/Corniche cpé	66-80	46,500	32,000	18,000	8750	6750	119	
MPW/Corniche con	67-90	70,000	50,000	27,000	15,000	6750	119	
Camargue	75-86	52,000	42,000	25,000	13,000	6750	115	
Silver Spirit/Spur	80-89	13,500	9500	4500	1650	6750	119	
Corniche II/III	87-94	63,000	47,500	35,000	19,000	6750	119	
Flying Spur	94-95	27,500	17,500	12,500	9000	6750	130	
Silver Seraph	98-01	30,000	22,500	17,500	10,000	5379	140	

ROVER P4 Drivers' Guild (01582 572499); P5 OC (01784 25816); P6 Rover OC (01704 560929); Rover P6 Drivers' Club (01902 689975); Rover SD1 Club (08451 306230)

	Year	Concours/ Dealer	Mint	Good	Rough	cc	Top speed	Price change
P3 60	48-49	12,000	9000	4000	1750	1595	75	
P3 75	48-49	14,000	11,000	4500	2000	2103	85	
P4 75 'Cyclops'	50-52	16,000	11,500	5500	2400	2103	84	
P4 60/75/80	52-62	9250	6000	2250	800	2286	85	
P4 90	54-59	10,750	7250	3000	1000	2638	90	
P4 105R	57-58	8500	5950	2200	800	2638	91	
P4 105S/100	57-62	11,000	7500	3400	1400	2638	96	
P4 95/110	62-64	11,000	7250	3000	1100	2625	100	
P5 3-litre	58-67	13,000	7500	2900	1300	2995	107	
P5 Coupé	63-67	17,500	11,000	5000	2000	2995	108	
P5B 3½-litre	67-73	16,750	11,000	5000	2100	3528	113	
P5B 3½-litre Coupé	67-73	32,000	21,000	9000	2750	3528	115	
P6 2000/TC	63-69	8250	5000	2350	1000	1978	115	
P6 2000/2200/TC	70-77	7500	4000	1850	750	2205	112	
P6 3500	68-76	10,000	6500	2250	1000	3528	117	
P6 3500S	71-76	12,000	7750	3000	1400	3528	126	▼
SD1 2.0/2.3/2.6	76-86	6500	4000	1750	750	2597	117	
SD1 3500	76-86	8000	5500	2250	1000	3528	125	
SD1 VdP	80-86	10,000	7000	3000	1400	3528	126	
SD1 Vitesse	82-86	12,500	8500	4000	1750	3528	133	
SD1 Vitesse TP	85-86	20,000	14,000	6500	3000	3528	135	
Mini	90-00	9000	6250	2950	1250	1275	88	
Mini Cooper/S	91-00	12,500	9500	4200	1750	1275	97	
200 BRM LE	98-99	5500	3750	1750	850	1796	127	
75 V8	04-05	9500	7000	4500	3000	4601	150	

SAAB Saab Owners' Club (07071 719000); Enthusiasts' Club (01942 878738)

	Year	Concours/ Dealer	Mint	Good	Rough	cc	Top speed	Price change
96 Bullnose	60-65	9500	6500	3500	2000	841	80	
96 Longnose	65-68	8500	6000	3250	1750	841	79	
Sport/Monte Carlo	62-66	12,000	9000	5250	2750	841	88	
96/95 V4	67-79	10,000	7250	3500	1400	1498	93	
Sonett	67-74	16,000	11,000	5500	2750	1498	100	
99	68-84	7500	5500	2650	1200	1985	101	
99 Turbo	77-82	14,000	10,000	4750	2200	1985	125	

NE DENOTES NEW ENTRY TO PRICE GUIDE

	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
900 Turbo (sal/con)	79-93	11,500	8400	3350	1600	1985	133	
900 Convertible	86-93	8250	5500	2500	1000	1985	126	

SIMCA Simca Club UK (01737 765331)

	Year	Concours/ Dealer	Mint	Good	Rough	cc	Top speed	Price change
1000GLS/Special	69-78	3250	2000	1000	500	1294	105	
1000/1200S coupé	62-71	16,000	11,000	5000	2000	1204	105	

SINGER Singer Owners (01780 762740); Association of Singer Car Owners (01923 778575)

	Year	Concours/ Dealer	Mint	Good	Rough	cc	Top speed	Price change
9 Roadster/4A/4B	39-52	14,500	9750	5600	3400	1074	70	▼
SM Roadster/4AD	51-55	13,750	9000	4900	2850	1497	72	
Gazelle saloon	55-67	7500	4750	2200	950	1497	77	
Gazelle con	56-62	11,500	8250	4000	1950	1497	77	
Vogue I-IV 1.6/1.7	61-66	8000	5000	2200	1000	1725	91	
Chamois	64-70	6000	4250	2000	950	875	80	
Chamois coupé	65-70	6750	4750	2400	1100	875	81	
New Gazelle/Vogue	66-70	6000	4000	1650	725	1725	94	

SKODA Skoda Owners' Club of GB (01279 815183)

	Year	Concours/ Dealer	Mint	Good	Rough	cc	Top speed	Price change
Octavia 1.1/1.2	59-64	4500	3000	1500	800	1089	75	
Felicia convertible	59-64	8500	6000	3000	1500	1221	82	
1000MB, S100	65-77	3250	2200	850	450	988	80	
S110R coupé	70-80	4750	3600	1500	750	1107	90	
Rapid coupé	84-91	3250	2500	1200	650	1289	93	

STANDARD Standard Motor Club (01676 522181)

	Year	Concours/ Dealer	Mint	Good	Rough	cc	Top speed	Price change
Vanguard I	48-52	9750	6750	3200	1500	2088	79	
Vanguard II/III	53-58	6850	4650	1900	950	2088	79	▲
Vanguard Sportsman	56-58	6000	4250	2000	1000	2088	83	
V,guard Vig/Lux Six	58-63	5600	4000	1900	1000	1998	87	
Eight	53-59	5250	3600	1650	750	803	61	
Ten/Pennant	54-59	5750	4000	1900	900	948	69	
Ensign/De Luxe	57-63	5500	3850	1850	900	2138	85	

STUDEBAKER

	Year	Concours/ Dealer	Mint	Good	Rough	cc	Top speed	Price change
Avanti	62-64	42,500	30,000	20,000	13,500	4737	120	

SUBARU The Subaru Impreza Drivers' Club (sidc.co.uk)

	Year	Concours/ Dealer	Mint	Good	Rough	cc	Top speed	Price change
Impreza Turbo	93-00	6500	4200	2000	800	1994	144	
Impreza WRX STi	97-00	11,000	8000	3750	1850	1994	150	
Impreza 22B	98	100,000	80,000	60,000	47,500	1994	154	
Impreza WRX P1	00-01	45,000	37,500	20,000	14,000	1994	150	
SVX	91-97	7500	5000	2000	1000	3300	143	

SUNBEAM Sunbeam Talbot Alpine Register (01621 778492); Sunbeam Alpine OC 01376 342025); Tiger OC (01207 508296)

	Year	Concours/ Dealer	Mint	Good	Rough	cc	Top speed	Price change
Talbot 80	48-50	8750	5600	2500	1250	1185	72	
Talbot 80 Coupé	48-50	11,000	8000	4250	2500	1185	72	
Talbot 90 (all Mks)	48-57	10,000	6250	3000	1500	1944	90	
Talbot 90 Coupés	49-57	17,000	12,500	6000	3650	1944	90	
Alpine convertible	53-55	46,500	32,000	18,500	9750	2267	95	
Alpine I sports	59-60	17,250	11,250	5500	2400	1494	95	
Alpine II sports	61-63	13,000	9500	4400	1750	1592	101	
Alpine III sports	63-64	16,000	10,500	5250	2200	1592	100	
Alpine IV sports	64-65	12,750	9000	4000	1650	1592	92	
Alpine V sports	65-68	19,500	12,500	6500	2750	1725	100	
Harrington GT	61-63	28,000	19,000	10,000	4500	1592	105	
Tiger I	64-66	67,500	47,500	26,000	16,500	4261	120	
Tiger II	67-68	87,500	64,000	36,500	25,000	4727	125	
Rapier I-V	55-67	12,000	8000	3500	1500	1725	95	
Rapier II-IIIA con	58-63	14,500	10,250	5000	2500	1592	87	
Rapier/Alpine	67-76	7250	5000	2200	1000	1725	102	
Rapier H120	68-76	9250	6500	3000	1500	1725	106	
Imp Sport	66-76	7500	5000	2500	1200	875	90	
Stiletto	67-72	8500	6250	2750	1300	875	90	

SUZUKI SCORE (suzuki-cappuccino.com)

	Year	Concours/ Dealer	Mint	Good	Rough	cc	Top speed	Price change
SC100	79-82	3500	2600	1600	800	970	87	▲
Cappuccino	92-96	6500	4250	1800	750	657	83	

SWALLOW TR Register (01235 818866)

	Year	Concours/ Dealer	Mint	Good	Rough	cc	Top speed	Price change
Doretti	54-55	62,500	45,000	30,000	19,500	1991	102	

TALBOT Sunbeam Lotus Owners' Club (01423 734624)

	Year	Concours/ Dealer	Mint	Good	Rough	cc	Top speed	Price change
Sunbeam 1600 Ti	79-81	12,000	7250	3500	1750	1598	107	
Sunbeam-Lotus	79-81	50,000	29,500	15,000	8500	2174	120	

TALBOT-LAGO

	Year	Concours/ Dealer	Mint	Good	Rough	cc	Top speed	Price change
T150 SS 'teardrop'	36-39	4.6m	3.85m	3.1m	2.3m	3996	115	
T26 Record Cabrio	47-50	180,000	150,000	95,000	62,000	4482	108	

TOYOTA Toyota Enthusiasts' Club (020 8898 0740)

	Year	Concours/ Dealer	Mint	Good	Rough	cc	Top speed	Price change
2000GT	67-70	475,000	400,000	330,000	285,000	1988	128	
Crown 2600 MkI/II	71-79	6500	4500	2000	1000	2563	106	
Celica ST 1.6/2.0	70-77	18,000	12,500	6500	3200	1588	105	
Celica GT 1.6/2.0	74-77	20,000	15,000	7250	3500	1968	111	
Celica Supra 2.8i	82-85	14,000	10,000	5000	3000	2795	126	

			Private sale					
NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Mint	Good	Rough	cc	Top speed	Price change
Celica GT	85-90	4250	2800	1400	800	1998	130	
Celica GT-Four	86-90	8000	5750	2750	1400	1998	135	
MR2	84-90	10,000	6750	2750	1250	1587	124	
MR2 Mk2	90-99	8250	6000	2400	1000	1998	137	▲
Supra	86-93	11,000	7000	3650	1750	2954	135	
Supra Turbo	88-92	16,500	11,500	5250	2400	2954	142	
Supra Turbo	93-02	21,000	15,000	7750	4000	2997	156	
Sera	90-95	3950	2500	1100	500	1496	120	

TRIDENT Trident Car Club (020 8644 9029)

	Year	Concours/ Dealer	Mint	Good	Rough	cc	Top speed	Price change
Clipper V8	67-78	32,000	22,000	12,000	7000	4727	140	▼

TRIUMPH Club Triumph (020 8351 9544); TR Register (01235 818866); TR Drivers' Club (01452 614234); Stag Club (07071 224245); Sports Six Club (01858 434424)

	Year	Concours/ Dealer	Mint	Good	Rough	cc	Top speed	Price change
Roadster 1800/2000	46-49	26,500	18,500	11,500	6000	2088	77	
1800/2000/Renown	46-54	9750	7000	3200	1600	2088	74	
Mayflower	50-53	5200	3350	1650	750	1247	65	
TR2	53-55	34,000	24,000	15,000	9000	1991	107	
TR3/3A 2.0/2.2	55-61	31,750	22,500	13,000	7000	1991	106	
TR4	61-65	29,000	20,000	11,000	6000	2138	109	
TR4A	64-67	32,000	22,500	12,000	6500	2138	110	
TR5 PI	67-68	50,000	39,000	25,000	16,500	2498	121	
TR6 'CP'	69-73	27,000	17,250	9750	5500	2498	119	
TR6 'CR'	73-76	22,500	15,000	8750	4750	2498	116	
TR7	75-81	6000	3950	1650	750	1998	110	
TR7 convertible	80-81	8000	5500	2400	1000	1998	109	
TR8	78-81	14,000	9000	5000	2500	3528	135	
TR8 convertible	80-81	15,000	10,000	6000	2850	3528	130	
Herald/S saloon	59-64	6250	4600	1900	950	1147	76	
Herald coupé	59-64	7500	5600	2750	1400	948	79	
Herald conv	60-61	8500	6250	2650	1250	948	79	
Herald 1200	61-70	5850	4250	1600	750	1147	80	
Herald 1200 conv	61-67	8250	6000	2500	1200	1147	80	
Herald 12/50	63-67	6850	4850	1900	950	1147	84	
Herald 13/60	67-71	5750	3750	1500	750	1296	87	
Herald 13/60 conv	67-71	8000	5750	2400	1200	1296	85	
Vitesse 1600	62-66	8500	6000	2600	1200	1596	88	
Vitesse 1600 conv	62-66	12,000	7500	3500	1500	1596	91	
Vitesse 2-litre MkI	66-68	8000	5500	2400	1100	1998	95	
Vitesse MkI conv	66-68	11,500	7250	3400	1500	1998	95	
Vitesse MkII	68-71	8750	6250	2650	1200	1998	102	
Vitesse MkII conv	68-71	14,000	9500	4000	1750	1998	100	
Spitfire 4	62-65	20,000	13,500	6500	3000	1147	94	
Spitfire Mk2	65-67	18,000	12,500	5750	2650	1147	94	
Spitfire Mk3	67-70	12,500	8000	3750	1750	1296	100	
Spitfire MkIV/1500	70-78	9500	6400	2600	1100	1493	101	
GT6 MkI	66-68	24,000	15,500	7500	3200	1998	109	
GT6 MkII	68-70	22,500	14,250	6750	3000	1998	109	
GT6 MkIII	70-74	21,500	13,500	6000	2500	1998	112	
2000 MkI	63-69	8250	6000	3000	1400	1998	98	
2000/2500 MkII	69-77	6750	5000	2250	1000	1998	98	
2.5PI/2500TC	68-77	8000	5500	2500	1200	2498	107	
2500S	75-77	8500	6000	2750	1350	2498	108	
Stag	70-77	22,000	13,500	5950	2000	2997	117	
1300/1500 fwd	65-73	6500	4000	1650	700	1296	86	
1300TC fwd	65-70	7000	4500	1850	800	1296	93	
Dolomite 1850	72-81	7000	4500	1900	900	1854	100	
Dolomite Sprint	73-81	16,500	11,000	4000	2000	1998	117	
Acclaim	81-84	2000	1250	625	350	1335	97	

TUCKER (tuckerclub.org)

	Year	Concours/ Dealer	Mint	Good	Rough	cc	Top speed	Price change
Torpedo	48	1.2m	1.05m	950,000	760,000	5474	120	

TURNER Turner Register (01895 256799)

	Year	Concours/ Dealer	Mint	Good	Rough	cc	Top speed	Price change
803/950 Sports	55-59	14,000	10,000	5500	2000	948	90	

			Private sale					
NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Mint	Good	Rough	cc	Top speed	Price change
Climax	58-66	17,500	15,000	10,000	5000	1098	102	
Mark I/II/III	59-66	16,000	12,000	7250	3500	1498	100	

TVR TVR Car Club (01952 822126)

	Year	Concours/ Dealer	Mint	Good	Rough	cc	Top speed	Price change
Grantura I-1800S	57-67	32,500	25,000	16,000	10,000	VAR	107	
Griffith 200/400	63-65	90,000	70,000	49,000	36,500	4727	155	
Tuscan V6	69-71	30,000	21,500	14,250	9000	2994	125	
Vixen S1-4	67-73	25,000	18,500	13,000	8750	1599	107	
1600M	72-77	20,000	14,500	8500	5250	1599	105	
2500M	72-77	19,000	14,000	8750	5500	2498	109	
3000M/Taimar	72-79	21,000	15,750	9500	6000	2994	121	
3000S convertible	78-79	26,500	17,500	11,000	7000	2994	119	
Tasmin/280i fhc/con	80-87	7500	5250	2500	1250	2792	126	
Tasmin/350i inc 2+2	83-89	7000	5000	2750	1550	3528	136	
V8/350i convertible	83-89	10,000	6500	3500	2000	3528	130	▲
390SE	85-88	10,500	7000	4500	2400	3905	143	
400/420/450SEAC	86-91	20,000	16,000	11,000	7000	4441	165	
400/450SE	88-91	13,000	9250	6250	4250	4441	155	
S 2.8/2.9	86-92	10,500	7500	4000	2000	2922	141	
V8S	91-94	15,000	11,000	8000	6000	3943	150	
Griffith 4.0/4.3	91-93	15,250	12,000	8750	6000	4228	161	
Griffith 500	93-00	20,000	16,000	12,000	8250	4988	161	
Chimaera 4.0/4.3	93-98	15,000	10,500	6500	4500	3950	152	
Chimaera 450/500	96-03	16,500	12,500	8500	6500	4988	162	
Cerbera 4.2	96-03	21,000	16,000	10,000	7000	4280	180	
Cerbera 4.5	97-03	25,000	21,000	17,000	13,500	4441	195	
Cerbera Speed Six	00-03	20,000	16,000	12,000	9500	3948	170	
Tuscan Speed Six	99-05	24,000	21,000	17,000	13,500	3996	184	
Tamora	02-06	22,000	17,500	15,000	12,000	3605	160	
T350	02-06	27,500	22,000	16,500	13,000	3605	175	
Sagaris	04-06	67,500	60,000	50,000	n/a	3996	185	

VANDEN PLAS VdP Club, Cherry Trees, Llandyfaelog, nr Kidwelly, Dyfed SA17 5PS

	Year	Concours/ Dealer	Mint	Good	Rough	cc	Top speed	Price change
4-litre Princess	57-68	12,500	8900	3750	1750	3995	89	
3-litre I/II	59-64	13,000	9000	3950	1600	2912	105	
4-litre R	64-68	15,000	9500	4000	1750	3909	110	▼
Princess 1100/1300	63-74	7500	5000	2400	1100	1275	87	
1500/1.5/1.7	74-80	5000	3200	1500	750	1748	90	

VAUXHALL Vauxhall-Opel Drivers' Club (01362 692020); Droop Snoot Grp (0118 981 5238)

	Year	Concours/ Dealer	Mint	Good	Rough	cc	Top speed	Price change
Wyvern/Velox L sal	48-51	9500	6500	2950	1450	2275	75	
Wyvern/Velox E	51-57	13,500	9500	3600	1650	2262	82	
Cresta E	54-57	14,000	10,000	4650	2000	2262	84	
Velox/Cresta PA	57-62	20,000	13,000	5750	2400	2651	94	
Victor F	57-61	9000	6000	2400	1200	1507	74	
Victor FB	61-64	6000	4500	1900	950	1594	77	
VX4/90 FB	61-64	7200	4750	2400	1200	1507	88	
Velox/Cresta PB	62-65	6000	4250	2000	850	2651	94	
Victor 101 FC	64-67	5000	3650	1700	850	1594	83	
VX4/90 FC	64-67	6750	4500	2250	1100	1594	89	
Cresta PC/Viscount	65-72	5750	4000	1950	950	3293	99	
Victor FD 1.6/2.0	67-72	3200	2200	1100	550	1975	95	
VX4/90 FD	69-72	6500	4250	2000	1000	1975	98	
Ventora FD	68-72	5000	3250	1600	750	3294	105	
Victor FE 1.8/2.3	72-78	3250	2000	975	550	2279	100	
VX4/90 FE	73-76	4500	3000	1500	750	2279	104	
Ventora FE	72-76	4000	2400	1200	700	3294	106	
Viva HA	63-66	6000	4500	2200	1050	1057	76	
Viva HB	66-70	6500	4500	2000	1000	1159	82	
Viva HB GT	68-70	7500	5500	2750	1500	1975	101	
Viva HC	70-79	5650	3750	1750	800	1256	83	
Firenza/Magnum	72-78	7750	5500	2400	1100	VAR	100	
Firenza Droopsnoot	74-75	16,000	12,000	6500	3750	2279	119	
Chevette 2300HS	78-80	35,000	25,000	15,000	10,000	2279	117	
Chevette HSR	79-80	60,000	47,500	30,000	20,000	2279	125	

			Private sale					
NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Mint	Good	Rough	cc	Top speed	Price change
Astra GTE MkI	83-84	19,000	14,000	8500	4500	1796	110	
Astra GTE MkII	84-91	16,000	11,750	6000	2850	1998	134	
Nova GTE	88-90	19,000	13,750	8250	4850	1598	119	▲
VX220	00-05	14,000	11,000	7500	5000	2198	137	
VX220 Turbo	03-05	17,000	13,500	10,500	9000	1998	151	

VOLKSWAGEN VW Owners' Club, PO Box 7, Burntwood, Walsall, Staffs WS7 8SB

	Year	Concours/ Dealer	Mint	Good	Rough	cc	Top speed	Price change
Beetle (split)	46-53	30,000	19,000	12,500	7500	1131	66	
Cabrio	49-53	40,000	28,500	18,500	10,000	1131	66	
Beetle (oval)	53-57	20,000	14,000	8500	4750	1192	69	
Cabrio	54-58	26,500	18,000	11,250	7000	1192	66	
Beetle 1200/1300	57-68	15,000	9750	4400	1850	1192	72	
Cabrio	58-67	20,000	14,000	6750	3400	1192	72	
Beetle 12/13/1500	68-78	12,500	8500	3400	1100	1493	81	
Cabrio	67-70	16,500	11,500	5750	3000	1493	81	
Beetle 1302/1303	70-75	9000	5750	2750	1000	1584	84	
Cabrio 1302S/1303S	70-80	13,000	9000	4500	1750	1584	82	
Karmann-Ghia cpé	55-74	21,000	14,000	6000	2750	1584	92	
Karmann-Ghia con	58-74	27,500	17,500	8500	4500	1493	87	
Karmann-Ghia T-34	62-69	23,000	14,500	6250	3250	1584	87	
Kombi/Camper	50-67	57,500	38,500	16,000	8500	1493	65	
Camper T2 (Bay)	68-71	26,000	15,500	8750	4500	1584	79	
Camper T2 (Bay)	72-79	23,500	13,500	6750	3500	1970	79	
1500/1600 Type 3	61-73	12,000	8500	3750	1500	1584	87	
411L/E, 412 1.7/1.8	68-74	7250	5000	2400	1200	1795	90	
Scirocco MkI	74-81	13,000	8500	3950	1800	1470	114	
Scirocco MkII	82-92	6750	4750	2250	1100	1781	130	
Golf GTI MkI	75-84	21,000	14,000	6500	2650	1781	116	
Golf GTI MkII	84-91	19,000	12,000	5500	2200	1781	123	
Golf convertible	80-93	12,000	8500	3500	1250	1781	116	
Golf GTI MkIII	92-97	5250	3600	1650	650	1984	134	
Golf MkIII VR6	92-97	6750	4500	2200	1200	2792	138	
Polo G40	91-94	6750	5000	2500	1250	1272	119	
Corrado	90-95	5500	3750	1650	800	1781	132	
Corrado G60	90-92	10,500	7000	3000	1250	1781	140	
Corrado VR6	92-95	15,000	10,000	4000	1600	2861	146	

VOLVO Volvo Owners' Club (01705 381494); Enthusiasts' Club (01872 400039)

	Year	Concours/ Dealer	Mint	Good	Rough	cc	Top speed	Price change
PV544 1.6/1.8	59-65	16,000	12,000	6000	3000	1778	95	
121/122/122S 4dr sal	55-67	12,000	8250	2500	900	1778	95	
131/132 2dr sal	61-70	12,500	8500	3250	1250	1778	96	
123GT 2dr sal	67-68	22,000	15,000	7000	3500	1778	108	
P1800	61-72	36,000	27,500	11,000	4500	1778	105	
P1800ES	71-73	28,500	21,000	10,000	4000	1986	111	
144/164 sal/est	67-74	9500	6400	2850	1300	2979	115	
244/264 sal/est	74-79	7250	5000	2400	1000	2127	106	
262C coupé	78-81	12,500	8500	4000	1600	2849	109	
240 sal/est	79-93	8500	5600	2500	950	2316	111	
480	85-95	3000	2000	1000	450	1721	112	
480 Turbo	88-95	4000	2750	1250	650	1721	123	
740/760 Turbo	86-92	6750	4750	2200	1000	2316	125	
940 Turbo sal/est	90-96	6000	4000	1850	850	2316	127	
T-5R/850R	95-97	13,000	9500	4500	2250	2319	155	
V70R	97-00	9500	6750	3000	1500	2319	153	

WOLSELEY Wolseley Register (0161 368 2388, wolseleyworld.com)

	Year	Concours/ Dealer	Mint	Good	Rough	cc	Top speed	Price change
6/80	48-55	10,500	6750	3000	1500	2215	81	
4/44 & 15/50	52-58	12,000	9000	4000	2000	1489	78	
6/90 SI-III	54-59	10,000	6500	3000	1500	2639	96	
1500	57-65	8750	6500	3000	1250	1489	77	
15/60, 16/60	59-71	10,750	7000	3000	1300	1622	78	
6/99, 6/110 SI/II	59-68	13,000	9000	4000	1650	2912	98	
Hornet SI-III	61-69	8000	6200	2850	1400	998	77	
1100/1300	65-73	6500	4250	2000	1000	1098	84	
18/85, Six	67-75	8000	5000	2200	1000	2227	104	

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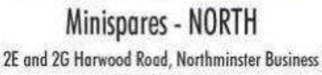

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